THE EVENING TELEGRAPH.

VOL. XV.—NO. 14. PHILADELPHIA, TUESDAY, JANUARY 17, 1871. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

The Black Sea Question.

The London Conference.

The Meeting To-day.

Etc., Etc., Etc., Etc., Etc.

THE BLACK SEA QUESTION.

The Circumstances under which the London Conference Meets—The Present Position of the Question.

The European Conference which begins its deliberations to-day, in London, has been caused by the circulars addressed, in November, to the principal European powers by Prince Gortschakoff. In these he declared that Russia would no longer consider herself bound by the Treaty of Paris so far as it restricted her from having ships of war in the Black Sea. Addressing England, who, next to Turkey, was the most deeply interested in the Treaty, Prince Gortschakoff pointed out the various ways in which it had been violated, and the manifest injustice of preventing Russia from properly defending her own coast. He then, in these explicit terms, defined the decision of the Czar:—

"Our august master cannot admit in law that the treaties, infringed in several of their essential and general clauses, remain obligatory in those which touch the direct interests of his empire. His Imperial Majesty cannot admit, in fact, that the security of Russia should depend on a fiction which has not withstood the test of time, and be put in peril by his respect for engagements which have not been observed in their integrity. The Emperor, confiding in the sentiments of equity of the signatary powers of the Treaty of 1856, and in the consciousness they have of their own dignity, instructs you to declare that his Imperial Majesty can no longer consider himself bound by the obligations of the Treaty of 13th-18th March, 1856, so far as these limit his right of sovereignty in the Black Sea."

The Russian Chancellor, however, added that the Emperor was "ready to come to an understanding with the powers who signed this arrangement, either to confirm its general stipulations, or to renew them, or to substitute for them any other equitable arrangement which may be thought suitable to secure the repose of the East and the European equilibrium."

The Russian declaration immediately produced an outburst of indignation in England. The leading journals declared that it was "impossible to admit for a moment" the Czar's assumption; that the question "involved the very existence" of England as a power, and that the "retraction of the Russian circular should be demanded under the penalty of immediate war." The Government reply was as firm, but not as defiant in tone, as that of the British press. Earl Granville, under date of November 10, represented that the course pursued by Russia virtually amounted to nullifying the entire treaty, and, after dealing with the arguments of the Russian Chancellor, observed that it was "impossible for her Majesty's Government to give any sanction on their part to the course announced by Prince Gortschakoff," and concluded by observing that if Russia had proposed the question of modifying the treaty, with the approval of the powers who were parties to it, the British Government would be quite willing to discuss the matter; and that, "whatever might have been the result," a risk of future complications would have been avoided.

Prince Gortschakoff replied, on Nov. 20, that the attempts to assemble the powers in a general conference had invariably failed, and that, in the meanwhile, "the position in which the treaty left Russia has become more and more intolerable." He then, without modifying in any way the tenor of the original note, made the following observations, which convey the consent of Russia to the present conference, and indicate the character its deliberations will assume:—

"We cannot admit that the abrogation of a purely theoretical principle, not followed by its immediate application, and which visibly restores to Russia a right of which no great power could consent to be deprived, ought to be considered as a menace to peace, nor that, in avoiding one point of the treaty of 1856, the abrogation of all is implied. The Imperial Cabinet never had any such intention. On the contrary, our communication of October 19 declared, in the most explicit terms, that his Majesty the Emperor maintained his adhesion to the general principles of the treaty of 1856, and that he is ready to come to an agreement with the signatary powers of that treaty, either to confirm its general stipulations or renew them, or to substitute for them any other equitable arrangement which may be thought suitable to secure the repose of the East and the equilibrium of Europe. There seems, then, to be no reason why the Cabinet of London should not, if it please, enter into an explanation with the signatories of the Treaty of 1856. For our part, we are ready to join in any deliberation having for its object the settlement of guarantees for the consolidation of peace in the East, and are persuaded that fresh guarantees would be found in the removal of a permanent cause of irritation existing between the two powers which are the most directly interested. Their mutual relations would be more firmly established on the basis of a good and solid understanding."

Earl Granville promptly proceeded to issue invitations for a Conference to meet January 3, but subsequently postponed it until the 17th inst.

The diplomatic correspondence of Russia with Austria resulted in Austria virtually acceding to the proposed infraction, while disapproving of the form in which it was made known to the several powers. As regards Germany, it is now beyond doubt that there is a secret treaty between her and Russia, wherein the right to practically nullify the Treaty of Paris is accorded to the Czar. Turkey apparently regards the deliberations of the coming Conference with indifference, looking upon it evidently as only a brief respite from further exactions on the part of Russia, and as, like many similar assemblages the prelude to a desperate war. Italy maintains on this question the same reserve that she has shown towards the belligerents in the Franco-German war. France is no longer able to dictate to Europe, and will be more concerned for her own safety than that of Turkey. So far the Government of National Defense has not made known its views on the question at issue.

The Powers who were parties to the treaty of 1856, and their probable representatives at the Conference, are as follows:—England, Earl Granville; Austria, Count Apponyi; Prussia, Count Bernstorff; France, no representative named; Italy, Count Cadorna; Russia, Baron Brunow; Turkey, Monsourons Basha.

—A Chicago paper estimates that 5000 ladies received calls in that city on New Year's Day, and that the average number of calls on each was seventy-five, making the whole number of calls 375,000. And Chicago estimates are always trustworthy.

—Canadian papers report that a sharp shock of earthquake, lasting about fifteen seconds, and passing from east to west, was felt on Tuesday night, between 6·20 and 6¾, in several villages along the Ottawa, between Grenville and Montreal.

—The veterans of the War of 1812 held a meeting in Rochester on Monday, to take further action to present their appeal to the Legislature and to Congress for the payment of the sum due them. In their petition they say that their average age is seventy-five years, that no pension has ever been granted them, that many of them are suffering from sickness and want, and that all of them are disabled by the feebleness and infirmities of age.

SECOND EDITION

To-dav's Cable News.

General Chanzy's Report

The Cause of His Defeat.

Bismarck Indicts the French.

DOMESTIC AFFAIRS.

Chicago Snowed Up.

A Forty-eight Hours' Storm.

Destructive Fires.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

The Fight at Glen.

LONDON, Jan. 16—5·30 P. M.—A despatch from Bordeaux says in the fight at Glen, as a result of which the enemy was driven from that place, several Prussian officers were killed.

General Chanzy to His Soldiers.

General Chanzy announces the appearance of the enemy's columns in the vicinity of his forces on Sunday night, and that an engagement took place with their vanguard. The General has issued an order of the day to the Army of the Loire.

Explanatory of the Recent Disaster,

and calling for the display of all their soldierly qualities in the effort for its reparation.

He attributes

The Abandonment of Le Mans

by the army to an inexplicable panic among some troops and loss of important positions which compromised the safety of the entire army, and the failure to execute certain orders given by himself. He says, nevertheless, that a

Supreme Effort

on the part of the army

May Yet Save the Country,

and appeals in strong terms to the soldiers to rally to his support, and fight with renewed vigor for liberty and the republic.

Count Bismarck Indicts the French Republic for Violations of the Usages of War.

LONDON, Jan. 16.—The *Herald* special writer in Berlin says:—Count Bismarck's circular, addressed to the Prussian representatives at foreign courts, in answer to the French despatch of General Chaudourdy, on the subject of the treatment of French prisoners, and their conduct under parole, has been published.

Count Bismarck repudiates the idea of any violation of the conventional usages of war on the part of the Germans. He asserts, on the contrary, that the French have been guilty of such violations, and that, too, under circumstances which preclude the possibility of mistake in making the charge against them. He says that the French troops have fired on German bearers of flags of truce in twenty-one cases, and that several of the Prussians were thus killed and wounded. After the battle of Weissenbourg it was quite apparent that the French wounded, even the French military surgeons, were entirely ignorant of the existence of the convention, and it was consequently impossible that they could comply with its regulations and rules of guidance. Surgeons serving on the Prussian ambulances were wounded.

Numbers of the French tireurs assumed the cross of the Geneva Convention, as if they belonged to the Sanitary corps, when they were compelled to retreat defeated in battle.

Besides, says the Prussian Premier, the cases which were mentioned in my last circular, of the 27th of September, 1870, on this subject, other infractions of conventions of international law and of the general usages of civilized nations have been perpetrated by the French. Explosive balls were used by them in the battle of Woerth. Colonel Von Deckendorff was wounded by one of these missiles.

The Germans did not use explosive bullets. They had a bullet consisting of sixteen sharp-edged pieces which they fired, but the make and intent of this missile were openly submitted to the representatives of the foreign powers serving in Berlin, and approved of by them, before they were placed in the hands of the Prussian soldiers in the field.

OUTRAGE AT SEA.

Count Bismarck goes on to instance. The French man-of-war Dessaix burned three German ships at sea, instead of having them first condemned by a prize court.

VIOLATIONS ON LAND.

The German prisoners in the hands of the French have been, and are, badly treated. They are insufficiently fed, and confined in cold and damp prisons.

In Germany nothing of this sort has occurred. The French Turcos committed the most beastly outrages both on the wounded and dead Prussians. To this they were urged on by the utterances of French newspapers. The *Independance Algerine* expressed its "pity for the poor Turcos"—for men who had just cut off the ears, noses, and heads of the German wounded.

INFERENCES.

Such proceedings, says Count Bismarck, are only possible under a dictatorship of French rulers who excite the vilest passions of the people, and who "crush out" the liberty of the press, for the very purpose of deceiving this same people as to the real state of affairs existing in their country, and who by so doing let loose a popular fury which they do not desire to keep within the bounds of inteanational law and the lines of the usages of European war.

RESULTS.

Thus, says the Prussian Premier in conclusion, we are compelled to prosecute the war against France with a degree of severity which is neither characteristic of the German people nor in accordance with our former usages in the years 1864 and 1866. You will thus be enabled to show to the Government to which you are accredited that the entire responsibility of this attaches to the French people—a people who have continued a Napoleonic war without any cause or right, at the same time renouncing all the traditions of European warfare.

FROM THE STATE.

Attempts to Procure a Respite for Hanlon.

Special Despatch to The Evening Telegraph.

HARRISBURG, Jan. 17.—Fathers Barry and Mooney, spiritual advisers of Hanlon, are here in the interest of the condemned man. At noon they were introduced to the Governor by Representative Josephs. Their mission, though not yet divulged, is supposed to be to urge a respite.

FROM THE WEST.

Heavy Snow Storm in Chicago—Travel Suspended—Telegraph Lines Down.

CHICAGO, Jan. 16.—A fierce snow storm, the most violent and protracted of the season, set in on Saturday night about 7 o'clock. A large amount of snow and sleet fell, and is much drifted in the streets. The street cars have been laid up all day and the railroad trains have been more or less interrupted. The telegraph lines east and south were disabled. The storm, which prevailed for forty-eight hours, terminated last night about 11 o'clock. The snow this morning is from twenty to twenty-four inches deep on a level. Many of the streets are almost impassable. The railroad trains have been but little interrupted, as the storm extended only a few miles out of the city.

Killed on the Railway.

The conductor of a freight train, named Locke, and a brakeman, named Williams, on the Michigan Southern Railroad, while engaged in shovelling snow from the front of their train, near Englewood, last evening, were run over by a locomotive coming from an opposite direction, and almost instantly killed.

Destructive Fires in Chicago—Slaughtering Establishment Burned—Loss, $100,000.

CHICAGO, Jan. 16.—The large slaughtering and packing establishment of Armour & Co., on the corner of Salt street and Archer avenue, took fire at an early hour this morning and is completely destroyed. The main portion of the establishment was built of brick and was of immense size. In the pens were about 4000 live hogs, all of which were rescued. Some 2000 dressed hogs were saved from the fire. The loss on the building is $40,000, fully insured, as follows:—Western, Buffalo, Buffalo City, Market, New York Equitable, and Merchants', Chicago, each $5000; Fireman's, Chicago, $3700; Republic, Chicago, $2500; Franklin, Philadelphia; Corn Exchange, New York; North British, and Mercantile, each $1500; Norwich, $1200. The loss on the stock is estimated at $60,000, with $35,000 insurance, as follows:—

Germania, $5000; Continental, $5000; Hartford, $5000; Merchants', of Hartford, $5000; Irving, of New York, $5000; and North British, $10,000. Some two hundred persons are thrown out of employment by this disaster. During the progress of the fire Francis Hugo, Thomas Barry, and Claude Blair were seriously injured, and Richard Dubach slightly, by the falling walls. The fire had its origin in the explosion of a gasoline lamp in the tool room.

Destruction of Cutlery Works—Loss, $60,000.

The American Cutlery Company's Works on Ewing street, between Halsted street and Blue Island avenue, were burned last night, with their entire contents. The loss is estimated at $60,000. The origin of the fire has not been ascertained. The following is a list of the insurances:—

The Lycoming, Pennsylvania; Commerce of Albany; Sargamo, of Springfield; Lancaster City, of Pennsylvania; State, of Chicago; Knickerbocker, of New York; Phœnix, of Hartford; Albany City; Fireman's, of Chicago; North American, of New York; Fulton, of New York; Home, of Columbus; Independent, of Boston; State Fire, of Cleveland; German, of Cleveland; Aurora and Alemania, of Cleveland, and Occidental, of San Francisco, each, $2000. Firemen's, of New York; Lamar, of New York; Teuton, of Cleveland; Chicago Fire; Detroit Fire and Marine, of Chicago; Garden City; Excelsior Fire, of New York; Home, of Chicago; Bloomington and Cleveland, each, $1000. North American, of Hartford; State Fire, of Hartford; Lancaster City, Germania, and Lamar, of Chicago, each, $1500. Merchants', of Chicago; and Putnam, of Hartford, each, $3250. Yonkers, New York; and Equitable, of Chicago, each, $2750. Firemen's Fund and People's, of San Francisco, each, $2500. Phœnix, of Brooklyn, $3000. In all $81,000.

Killed by a Horse.

George Bau, in the employ of Witbeck & Co., was kicked by a horse last evening, in the stables of that concern, and instantly killed.

Obituary.

MILWAUKEE, Wis., Jan. 16.—Judge Byron Paine, of the Supreme Court of Wisconsin, died on Saturday, after a painful illness of some weeks.

Telegraphic Detention.

CHICAGO, Jan. 16.—The Associated Press despatches last night from New York arrived via Omaha, having passed through Cincinnati and St. Louis to that point.

FROM WASHINGTON.

American and British Interests.

Despatch to the Associated Press.

WASHINGTON, Jan. 17.—John C. Hopper, Esq., of New York city, appeared before the Senate Committee on Finance this morning, and delivered an argument on American and British interests. He read a letter from the British Minister, addressed to Messrs. Hunt & Tillinghast, of New York, showing the manner in which British manufacturers are protected by the tariff on fine raw wools and the mode by which they seek to obtain important information from our American manufacturers to use for their own advantage and to the detriment of our own manufacturers at home.

The Congressional Temperance Society

will hold a public meeting next Sunday night in the Metropolitan Church.

Applications for Pensions.

Representative Morgan, of Ohio, member of the Military Committee, has prepared a bill which the committee has authorized him to report to the House, respecting the proviso of the sixth section of the act of 1868, which limits the application for a pension within five years from the time of wounds, death, or any other cause. It appears that in many cases persons entitled to pensions have failed to receive them by reason of ignorance of the above limitation.

PENNSYLVANIA LEGISLATURE.

Senate.

HARRISBURG, Jan. 17.—Mr. Dechert introduced a bill granting to the State Fencibles the same rights as are given to the National Guards, City Troop, and Washington Grays by the act of April, 1867.

Also, one supplementary to the election law, providing that the Board of Aldermen shall elect by the reform system two return judges from each ward, who shall receive from the judges of election duplicate returns, and also empowering judges of the Court of Common Pleas to summarily decide upon and correct fraudulent returns.

The following were passed:—Resolutions urging Congress to pass a bill allowing soldiers to locate land without occupancy.

A bill authorizing the Franklin Land Company to exchange certain lots in Philadelphia.

A bill increasing the number of directors of the Provident Life and Trust Company.

House of Representatives.

The entire morning session of the House was occupied in a discussion upon the Senate resolution appointing a committee to try the Lynd judicial case. The Republicans did not agree among themselves as to the course to pursue.

Mr. Marshall held that the appointment of a committee was unconstitutional, while Mr. Strang was disposed to believe that it was the manifest duty of the House, under the act of 1851, to draw [illegible] mittee.

THIRD EDITION

MATTERS AT WASHINGTON.

The Brooks-Hastings Case.

The Old and New Tariff.

The Alabama Claims.

SHALL HANLON BE RESPITED?

He Is Not Ready to Die.

The Bombardment of Paris.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

The Bombardment of Paris.

LONDON, Jan. 17.—(Special to N. Y. *Telegram.*)—Indirect intelligence was received here from Paris of the events occurring on the 12th and early on the morning of the 13th.

The shelling of the city continued with

Murderous Consequences.

The people, however, do not urge a capitulation, and cling to the chance of relief from the forts on the eastern side. All the forts on that side of the city, including Nogent and Rosny are, it is certain, telling with

Terrible Effect on the Prussians.

That part of the city is said to be crowded with people, and

Temporary Shelter

has been found for thousands of the inhabitants in the Bois de Vincennes. The works of art in the Luxembourg are safely stored away. The building only is nearly destroyed

A French Attack on General Werder's Army Repulsed.

VERSAILLES, Jan. 16.—General Werder was seriously attacked yesterday by four French corps in his position south of Belfort. The battle lasted nine hours, and the attack was victoriously repelled at all points. The German loss was only two hundred.

French Batteries Silenced.

VERSAILLES, Jan. 16.—The French to-day unmasked some new batteries on the south side of Paris. Their fire was immediately encountered by the German batteries, and quickly silenced. The Germans lost only two officers and seventeen men.

FROM WASHINGTON.

The Brooks-Hastings Case.

Special Despatch to The Evening Telegraph.

WASHINGTON, Jan. 17.—Hugh Hastings was before the special committee to investigate the charges which he made against James Brooks. Hastings refused to be sworn or to answer any questions until the committee first make a report upon his memorial presented yesterday. Judge Bingham, chairman of the committee, informed him that he had no right to make such a request. The committee was authorized only to investigate the charges preferred by Hastings against Brooks. Hastings still refused to be sworn or to answer, whereupon the committee gave him until 4 o'clock to determine whether he would answer or be held for contempt.

The Duty on Liquors.

The Ways and Means Committee agreed to-day to report a bill equalizing the duty on brandy, gin, rum, and other spirituous liquors. It is now made two dollars per gallon.

The Old and New Tariff.

At the request of the Secretary of the Treasury the committee made a decision with reference to goods imported towards the close of the year. They decided that all goods arriving on the afternoon of the 31st of December should come in under the old tariff, and all after that under the new.

The Senate Finance Committee

discussed Mr. Kellogg's bill to increase the duties on mixed woollen fabrics composed in whole or in part of hair; they also considered the proposition for drawback on whisky.

The Senate Foreign Relations Committee

had a long session on the Alabama claims. Mr. Chairman Sumner is anxious to have a bill prepared embodying the recommendations of the President's message on this subject. He holds, with a majority of his committee, that our Government must either pay private claimants or else allow them to present their bills to Great Britain for settlement.

The Additional 5 Per Cent.

The Senate to-day concurred in the House amendments to the bill for the issue of the additional three hundred million 5 per cent. bonds. The bill now goes to the President for his signature.

The "Iron-clad" Oath.

The Reconstruction Committee, at its meeting to-day, discussed the proposition submitted by Mr. Beck, of Kentucky, for dispensing with the iron-clad oath in certain cases. It applies to persons who were minors during the Rebellion and who could not hold office.

Condition of the South.

A resolution for an investigation of the condition of affairs in the South, offered by Mr. Porter, of Virginia, was placed in the hands of a sub-committee, with authority to report at the next meeting of the committee.

Eligibility to the Presidency.

Senator Yates introduced a resolution to-day for the amendment of the Constitution so that any person fourteen years a resident of the United States and thirty-five years old can be eligible as a candidate for the office of President.

FROM NEW ENGLAND.

Vermont Grand Army of the Republic.

RUTLAND, Vt., Jan. 16.—At the Grand Encampment of the Grand Army of the Republic the following officers were unanimously re-elected for 1871:—General W. W. Henry, of Burlington, Grand Commander; Colonel G. S. Redfield, of Ludlow, Senior Vice Grand Commander; Colonel Albert Clark, of St. Albans, Junior Vice Grand Commander; General George J. Stannard, of St. Albans, delegate at large to the National Encampment at Boston in May next; Major George H. Bigelow, of Burlington, Representative to the same; Colonel W. Y. Vezey, of Rutland, substitute. General Henry's staff is to be announced hereafter.

Re-election of Senator Morrill.

AUGUSTA, Jan. 17.—Senator Morrell was re-elected to the United States Senate, the vote standing—Morrill 26, Abram Sanborn 1, in the Senate, and in the House, Morrill 99, Sanborn 27, and Chamberlain 6.

FROM THE WEST.

Fire in Lima, Ohio.

CINCINNATI, Jan. 17.—A fire broke out in Lima, Ohio, at 10 o'clock last night, in a large business house on the Public Square, that, at the last accounts, was spreading fearfully. The citizens had only one small fire engine and were unable to check the conflagration.

The heaviest losers are A. F. Wheeler, drug store; Moore & Co., dry goods; King & Parham, hardware; Jackson, book store; Krauss, photographic gallery; and Gus. Freisch, clothing store. The goods were mostly saved in a damaged condition.

FROM THE STATE.

The Effort to Respite Hanlon.

Special Despatch to the Evening Telegraph.

HARRISBURG, Jan. 17.—In the interview between the Catholic clergymen and the Governor, the argument in support of the extension of time to Hanlon was that the condemned did not conceive that he could go fully prepared to meet his God at the time fixed in the death warrant. The matter was fully discussed, and the clergymen left the Governor assured by him that he would give the application the fullest consideration.

FROM NEW YORK.

The Suspected Express Robber.

SARATOGA, Jan. 17.—Filkins, the suspected Albany express robber and attempted assassin, was caught last night at Schroon. He denied committing the crime, and asserts he can prove his innocence. He declares he left Albany on account of suspicions against him. He will be taken to Albany to-night.

FROM NEW JERSEY.

The Senatorial Caucus.

TRENTON, N. J., Jan. 17.—The joint Republican caucus will be held this evening for the nomination of United States Senator. The excitement continues, with no material change in the prospects of the candidates.

New York Produce Market.

NEW YORK, Jan. 17.—Cotton dull and heavy; sales 2500 bales middling upland at 15¾c.; middling Orleans at 15⅞c. Flour firmer and advanced 5@10c.; sales 14,000 bbls. State at $5·70@6·90; Ohio at $6 50@7; Western at $6·40@7·25; Southern at $6 55@8·50. Wheat firmer; winter red and amber at $1·50@1·55. Corn firm and scarce; sales 29,000 bushels mixed at 52@53c. for new. Oats quiet; sales 21,000 bushels at 59@62c. Beef steady. Pork firm; new mess, $22@22·25. Lard steady at 11½@13c. Whisky steady at 93¾c.

THE BATTLE OF LE MANS.

Conclusion of the Report of Wednesday's Battle.

A report of the second day's battle at Le Mans was broken off abruptly in yesterday's TELEGRAPH. We here present the conclusion of the narrative:—

"A sharp and precise needle-gun fire was opened on the French line and position left of the village of Brette, not more than 700 yards distant. It soon became evident that it would be impossible for them to long hold the position unless the Germans were dislodged. The heavy fire of artillery directed on the woods had apparently but little effect. A large body of French infantry advanced in good order across the plain, but were compelled to retire, with heavy loss, under a murderous fire of both artillery and musketry. The contest for the possession of Brette was kept up here until dark, when an order reached the French to fall back on Le Mans.

"The battle began about 1 o'clock, and reached its height on the French left. The day was not cold, but the ground was covered with eight inches of snow, which was fast melting under the hot sun. At an early hour the streets of Le Mans—not more than five miles from the field of battle—were filled with excited people and crowded with numerous wagons and ammunition supplies, all being ready to seek a place of safety in the rear in case of an unfavorable result of the fight.

"At 4 o'clock the Germans advanced by columns, covered by the artillery, against the Chateau des Charters, a pretty country place, and occupied it as headquarters. Here, for the first time, the French battery, hitherto in reserve, opened fire, apparently taking the Germans by surprise, and causing their advance to waver, but only momentarily. With their usual obstinacy the Germans again pressed forward and attacked the French infantry, which occupied the terraced road below the General's position. It soon became evident that the French were unable to withstand the heavy charges of the enemy, and 5 o'clock the order to retreat was given. The French artillery maintained a heavy fire, and the Germans seemed disinclined to pursue the advantage.

"General Chanzy actively superintended the retreat, which was never disorderly. Indeed, the French still held the strongest positions, and believed that the results of the day were not irrevocably lost to them. General Chanzy hoped to renew the fight under better auspices to-morrow; but, later in the evening, an event occurred which caused him to change his decision.

"After dark, a strong force of Germans renewed the fight, attacking La Tuilerie, the most important French position. Immense masses of infantry and a large force of cavalry advanced rapidly, scattering the French forces, who did not anticipate an attack. The Gardes Mobiles from Brittany fled in disorder, and the whole French force on the right bank of the Huisne were compelled to make a rapid retreat upon Le Mans. This unforeseen disaster may compel the evacuation of Le Mans, if not break up Chanzy's army. A council of war is now in session, but the result of their deliberations is not yet known."

LEGAL INTELLIGENCE.

The Front Street Garroting Case.

Court of Quarter Sessions—Judge Finletter.

George Ewing, George Jackson, and William Trout are being tried in this Court to-day upon the charge of burglary and assault and battery with intent to kill Patrick Dougherty and his wife, at their house No. 1705 S. Front street. The evidence on the part of the Commonwealth was that at night four men entered the bed-room where Mr. and Mrs. Dougherty were sleeping and tied a handkerchief about the mouth and throat of Mrs. Dougherty, and a rope round Mr. Dougherty's throat, and cut him in several places; they demanded of Mrs. Dougherty information as to where the money was kept, which she refused to give them, but Mr. Dougherty, not waiting to be asked, told them where the money was kept, and they broke open the drawer of the bureau, and stole $1500; orders were given to kill him if he followed, and his wife held him back when the robbers left; the men were masked, but the prosecutors were positive in their identification of the three prisoners. The fourth man was never arrested.

The defense offered to prove that Mr. and Mrs. Dougherty had told different stories about this case, saying that they could not pretend to recognize any of the men, and then proposed to urge an acquittal from alleged inconsistencies and incongruities of the Commonwealth's case. On trial.

Alleged Familiarity.

Court of Quarter Sessions—Judge Pearson.

James Wallace was charged with committing an indecent assault upon a girl. It was alleged that Wallace was foreman over the girls in a shoe factory on Market street, above Eighth, where the prosecutrix was employed, and that he one day put his arm about her waist, kissed her, and otherwise assaulted her improperly, and only desisted when he heard approaching footsteps. The defense set up that the girl made advances to Mr. Wallace, put her arms about his neck, rested her face upon his shoulder, and he necessarily but simply kissed her, and no more. On trial.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE, Tuesday, Jan. 17, 1871.

The bank statement reflects a slight change in their condition as compared with that of the preceding week, the deposits being less by $34,677, the legal-tenders by $51,396, and the specie by $148,541. There has been a material falling off in the loans, amounting to $675,465, which does not necessarily indicate a contracting policy, but rather a falling off in the demand for capital. This is fully accounted for by the comparative dullness which has prevailed during this week at the Stock Board. The clearings are less by $3,545,520, but it must be remembered that those of last week were unusually large, so that more than an average business has been done. Call loans to-day were quiet but easy at 5½ to 6½ per cent. Discounts are also dull, and there is very little first-class paper making or offering. The range on the street is 7 to 8 per cent.

Gold is quiet and steady at 110⅝@110¾, and Government bonds are steady at about last night's closing prices.

Stocks were fairly active this morning and there was a decidedly better feeling throughout. Sales of city 6s, new, at 100⅛@100⅜; ante-war issues sold at 101¾.

Reading Railroad continues active but stronger, with sales at 49@49⅛; sales of Pennsylvania at 62; Lehigh Valley at 60; and Oil Creek and Alleghany at 46@46⅛.

In Canal shares there was a fair movement in Lehigh, with sales at 33⅜, an advance of ⅛.

Miscellaneous shares were in demand, but the only sales were in Central Transportation at 15¾.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$2000 Pa & N Y C 7s	92	100 sh Reading R...	49
$1200 City 6s, prior to '62	101¾	100 do	49 1-16
$2100 City 6s, N...ls.	100¾	19 do	49
$500 do	100¾	600 do...ls.	49¼
$2000 do	100¾	100 do...s30wn.	49 1-16
$1000 C & A m 6s, 89	96¼	100 do	49
$1000 N Penna 6s	98	100 do...s60wn.	49
$1000 Phila & E 7s..	87¾	6 do	49
$2000 W Jersey R 7s	97	400 do...ls.b30.	49¼
$100 Leh 6s, '84	84½	500 do ls.s60wn.	49
$1000 Cong R Bs	85	100 do	49¼
31 sh Leh V R	60	28 do	49¼
2 do	60	300 sh Leh Nav.b60.	33¼
66 do...s.	60	100 do	33¼
4 sh Penna RR.	62	500 do...ls.b30.	33¾
1 do	62¼	100 do...b30.	33⅞
12 do...ls.	62	46 sh O C & A R.ls.	46
100 do	62¼	100 do...b60.	46¼
100 do...b30.	62¼	100 do	46
100 do...b15.	62⅝	7 sh Cent Trans.	50¼

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 110¾@110¾; do. 1862, 109¼@109¾; do. 1864, 108¾@108¾; do. 1865, 108¾@108¾; do. 1865, new, 107¾@107¾; do. 1867, do. 107¾@108; do. 1868, do. 108¼@108¾; 10-40s, 107¼@107⅝. U. S. 30 Year 6 per cent. Currency, 110@110½. Gold, 110¾@110¾; Silver, 105@107. Union Pacific Railroad 1st Mort. Bonds, 75@76; Central Pacific Railroad 90@90; Union Pacific Land Grant Bonds, 60@61.

MESSRS. WILLIAM PAINTER & Co., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881, 110¾@110¾; 5-20s of 1862, 109¾@109¾; do. 1864, 108¾@108¾; do. 1865, 108¾@108¾; do., July, 1865, 107¾@107¾; do., July, 1867, 107¾@108¾; do. July, 1868, 108¾@108¾; 10-40s, 107¾@107¾. Gold, 110¾@110¾. U. S. Pacific R. R. Cur'cy 6s, 110½@110¾.

NAHL & LADNER, Brokers, report this morning Gold quotations as follows:—

10·00 A. M.	110¾	11·40 A. M.	110¾
10·04 "	110¾	11·41 "	110¾
10·20 "	110¾	11·43 "	110¾
10·30 "	110¾	12·00 M.	110¾

Philadelphia Trade Report.

TUESDAY, Jan. 16.—There is a steady demand for Flour from the home consumers, but shippers are not operating to any extent. The receipts and stocks are light and holders very firm in their views. Sales of 100 bbls. Western extra at $5·75; 500 barrels Wisconsin and Minnesota extras family at $6·75@7; 200 bbls. Pennsylvania do. do. at $6·25@6·50; 600 bbls. do. do. $6·75@7·50, and 50 bbls. fancy Indiana do. do. at $8·75. Rye Flour sells at $5·12½@5·25. In Corn Meal nothing doing.

The market is nearly void of fine Wheat, and for this a good demand prevails at full prices. Sales of 2000 bushels Indiana red at $1·56@1 58, and 400 bushels do. amber at $1·67. Rye may be quoted at 95c. for Western. Corn is firmer; sales of 35,000 bushels Pennsylvania and Delaware yellow at 75@75c. and 1000 bushels Western mixed at 74c. Oats—some advance; 14,000 bushels Western sold at 57@60c. In Barley and Malt no sales were reported.

Cloverseed is quiet and the receipts are light; sales of good and prime at 10½@11c. Timothy is nominal at $6. Flaxseed ranges from $2 to $2·10.

Whisky is unchanged. Sales of Western ironbound at 93c.

Baltimore Produce Market.

BALTIMORE, Jan. 17.—Cotton dull and heavy middling uplands, 14⅞@15c.; low middling, 14½c. Flour firm but transactions limited for want of stock. Howard street superfine, $5@5·50; do. extra, $6 25@7; do. family, $6·75@8·50; City Mills superfine, $5·50@5·75; do. extra, $6·50@7·75; do. family, $8@10·50; Western superfine, $5@5·50; do. extra, $6·12½@7·75; do. family, $6·87½@7·50. Wheat scarce and in demand; choice white, $1·80@1·90; fair to prime, $1·60@1·75; prime to choice red, $1 70@1·80; fair to good, $1·40@1 60; common, $1·25@1·35; Ohio and Indiana, $1·47@1 75; Pennsylvania, $1·46@1 50. Corn firm; white, 85c.; yellow, 78c. Oats weak at 56c. Mess Pork advancing at $22. Bacon firm and stock scarce; rib sides, 11¼c.; clear rib, 12½c.; shoulders, 10½c. Hams, 16@18c. Lard dull at 13c. Whisky—better feeling and advanced to 92½@93c.

New York Money and Stock Market.

NEW YORK, Jan. 17.—Stocks strong. Money strong at 7 per cent. gold. Gold, 110¼@110¾. 5-20s of 1862, coupon, 109¾; do. 1864, do., 108¾; do. 1865, do. 108¾; do. 1865, new, 107⅜; do. 1867, 107½; do. 1868, 108¾; 10-40s, 107⅜; Virginia 6s, new, 61; Missouri 6s, 89½; Canton Co., 67; Cumberland preferred, 26; New York Central and Hudson River, 91⅝; Erie, 91¾; Reading, 98⅛; Adams Express, 65⅜; Michigan Central, 117¾; Michigan Southern, 88⅜; Illinois Central, 134; Cleveland and Pittsburg, 104½; Chicago and Rock Island, 105½; Pittsburg and Fort Wayne, 93¾; Western Union Telegraph, 46¾.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

PORT OF PHILADELPHIA.....JANUARY 17

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

8 A. M.....38 | 11 A. M.....43 | 2 P. M.....47

CLEARED THIS MORNING.

Bark Tulma, Petersen, Gibraltar for orders, Workman & Co.

ARRIVED THIS MORNING.

Steamship Norfolk, Platt, from Richmond via Norfolk, with mdse. to W. P. Clyde & Co.

Steamer G. H. Stout, Ford, from Georgetown and Alexandria, with mdse. to W. P. Clyde & Co.

Steamer J. S. Shriver, Webb, from Baltimore, with mdse. and passengers to A. Groves, Jr.

Steamer Florence Franklin, Pierson, from Baltimore, with mdse. and passengers to A. Groves, Jr.

Nor. bark Freonaes, Broniund, 56 days from Liverpool, with mdse. to Peter Wright & Sons.

Br. brig Shepherdess, Penwill, 34 days from Pernambuco, with sugar to John Mason & Co.

Schr Sabino, Currier, 11 days from Sombrero, with guano to Moro Phillips.

Schr Caroline, Tice, from Millville, with glass to Whitall, Tatum & Co.

Schr A. D. Huddell, Long, from New Castle, Del.

☞ Schr Cora Etta, arrived yesterday from Darien, Ga., is consigned to Cochran, Russell & Co.—not as before. Cargo, 162,272 feet pitch pine timber and 9167 feet boards, to Cochran, Russell & Co.

MISCELLANY.

Steamer Yazoo, Catharine, hence via Havana, arrived at New Orleans 4 A. M. yesterday, to sail 20th inst. on her return.

Bark Lady Havelock, from Antwerp for Philadelphia, was spoken 5th inst., lat. 30 30, long. 73 30.

Brig Eliza Cerwin, from Old Harbor, Jam., for Philadelphia, was spoken (no date, etc.) by Br. brig Rainbow, at New York from Montego Bay, Jam.

Schr Adolph, Hugel (of Philadelphia), Gifford, 21 days from Pensacola, with lumber, bound to Providence, at New York yesterday. Had been 11 days north of Hatteras, with strong N. and N. E. gales; lost foresail, jib, and flying jib.

The captain and crew of schr Magnolia, from Philadelphia for Richmond, wrecked on the 6th inst. on the sand shoal north of Smith's Island, Va., were picked up on the 9th, in an open boat, and taken to Norfolk, by schr Charley Miller, Pryor. They had been in the boat nine hours, and were badly frostbitten.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

THE SLAVE TRADE REVIVED.

From the N. Y. Times.

"Four hundred and twenty-five coolies perished in the flames" is the laconic but comprehensive sentence that concludes the brief notice of the latest "coolie tragedy" in the China seas. With each recurring year comes intelligence of similar horrors. Every season a certain number of vessels, freighted with unfortunates, leaves the harbor of Macao for Cuba or Peru, and, as if in obedience to some hidden law, a certain proportion of their living cargoes inevitably meet a horrible and agonizing death. Sometimes an entire shipload is left to die of slow starvation on the treacherous shoals of the China sea, while the captain and his white crew make their escape in the ship's boats. Some times the coolies, goaded to frenzy, rise against their temporary masters, and, having massacred every soul capable of guiding the vessel over the trackless deep, perish miserably beneath the scorching rays of a tropical sun. Again, as in the case just recorded, the disaffected fire the ship, and hundreds are burnt or suffocated to death. In one way or another the coolie trade of Macao involves the annual loss, by starvation, fire, or massacre, of many hundreds of human lives.

It is high time that a traffic embodying all the worst features of the African slave trade was put a stop to. The contemptible little Portuguese colony, which maintains its existence upon the profits derived from the accursed system, has long been the disgrace of civilization in the Far East of Asia. The shipment of coolies, kidnapped or seduced by the lying representations of the agents to leave their homes for foreign soil, is carried on under the protection and so-called supervision of the Portuguese Government, but in distinct and open defiance of the Chinese authorities, who, pagan as they are, emphatically protest against the inhumanities of this modern slave trade. The pressure of public opinion has compelled them not merely to refuse all countenance to the system, but to execute at short notice any coolie-dealers caught in the exercise of their hated occupation. Foreigners in China generally, and more especially those resident in the British colony of Hong-Kong, have strongly sympathized with the native feeling in this respect, and the leading journal at that port but very recently succeeded in getting costs from the Macao Government, in an action promoted by the then Governor, for its comments upon the flagitious and corrupt manner in which the "Superintendents of Emigration" performed their duties. Distinct in manners, race, and language as are the Southern Chinese from the wretches who perpetrated the massacre at Tien-Tsin, there can be no doubt that the recently-announced spread of ill-feeling in the neighborhood of Canton and Swatow is materially owing to the operations of the coolie-stealers in their immediate localities. It has long been the opinion of disinterested residents that the mere security of alien life and property at these ports required the putting down, with a strong hand, of the nest of rascals sheltered under the flag of Portugal. It is difficult at this distance to enter into the intensity of feeling that prompts the hatred and contempt of Portuguese institutions everywhere visible among other foreigners in China. Every right-minded person, however, will sympathize in the indignation felt and expressed against a flag which not merely shelters these vile traffickers in human flesh, but derives an enormous income from the fees they pay for the immunity thus afforded them.

The abuses of which these coolies justly complain are perpetrated before and not after their embarkation on board ship. Seized in the dead of night and conveyed to the barracoons, or induced (an easy task) to gamble away their money, their clothes, and finally their personal liberty for a term of years, they remain for a few days or weeks prior to the vessel's sailing under the eye and influence of the crimp who threatens them not merely with personal punishment, but with that most powerful of all known persuasions in China, the persecution of their families and friends. The "security system" is so inwrought a portion of the Chinaman's social life, that to make a man's wife, parents, and children vicariously responsible for his good behavior, is the most natural and common procedure he can conceive. The universality of marriage, and the strong claims of blood relationship in China, are material aids to the crimp's object. The coolie may indeed be asked by the superintendent, *pro forma*, whether he is a "willing emigrant," but he too well knows the consequences of refusal to proceed to venture it. To yet more strongly bind him, the crimp has, of course, advanced him a few dollars with which to gamble on the passage down; and the restitution of this sum would be in any case beyond his power. On the one hand, therefore, he has the choice of imprisonment until the sum be repaid; on the other a chance of making his fortune abroad. So he elects to go. By and by, as the wearisome monotony of the voyage is beginning to make him long for any change, no matter what, the few leading spirits always to be found among a few hundred, suggest mutiny. He jumps at the suggestion, sometimes to be put down with merciless severity, sometimes to successfully escape, but yet more commonly to die a miserable death, while those who persuaded him secure their own safety. Such is, in nine cases out of ten, the history of a "coolie tragedy."

STATE RIGHTS AND MILITARY PLEBISCITES.

From the N. Y. World.

State rights! We refer not to the theory of *secession rights*, which sought to destroy, but to that other doctrine which recently upheld and maintained the Federal Union. It was our system of separate State Governments, of community independence, and the local pride fostered thereby, which made it possible for us to so rapidly raise the armies which put down the Rebellion. *State* Governors, like Seymour in New York, Andrews in Massachusetts, Morton in Indiana, and so on, put the forces in the field which conquered the Rebellion, just as it is the French communes which, with their inherited though for a long time unused ideas of local self-reliance and patriotic ambition, are to-day exerting the thus enfeebled forces of France to repel the enemy invader. The Government of the United States—the National Government as called by some, the Federal Government as more appropriately termed by others—has its lawful and its important line of action in the specified powers conferred upon it in the Constitution, chiefly as to those things in which the States have common interest in relation to one another or to foreign nations; yet every one feels, when he looks about him, that the substantive power and the popular force of this country is in the separate States, which, as they preceded and created the Union so they maintained and perpetuated it. The effective democracy, the vital essence of this republic, are in the people of the several States, acting together as States. With them, and not with the National or Federal Government, are the springs of our industry, the development of our material resources, the preservation of order, the punishment of crimes, the social arrangements, the security of property, the ties of husband and wife, parent and child, guardian and ward, the relief of the needy, the institutions of religious worship, and all the most material concerns of life and death. President Madison says:—"The powers delegated to the Federal Government by this Constitution are few and defined; those which are to remain in the State Governments are numerous and indefinite." President Jefferson invokes "the support of the State Governments in all their rights as the most competent administrations for our domestic concerns, and the surest bulwark against anti-republican tendencies." President Jackson said our true strength and wisdom consist, "not in binding the States more closely to the centre, but in leaving each more unobstructed in its proper orbit." President Pierce said:—"All the pursuits of industry, everything which promotes the material or intellectual well-being of the race, every ear of corn or boll of cotton which grows is national, for each one of these things goes to swell the aggregate of national prosperity and happiness of the United States; but it confounds all meaning of language to say that these things are 'national,' as equivalent to 'federal,' so as to come within any of the classes of appropriation for which Congress is authorized by the Constitution to legislate."

These eminent official persons, covering so large a space in the history of the country, express the Democratic opinion in respect to the relative rights, powers, and duties of the States and of the Federal Government. Upon that opinion the Democratic organization has always acted, and its convictions increase in force as time rolls on. Hence Democrats always resist schemes which tend to increase the power and patronage of the Government in Washington beyond the efficient discharge of its federal functions, wherein it is supreme. For that reason Democratic administrations have resisted the prosecution of a general system of internal improvements by means of appropriations from the general treasury, not only because exceptionable for want of constitutional power, but also because prejudicial to the true interests of the several States. Donations of the public lands for eleemosynary objects in the States have been prevented by a Democratic Executive, because not proper objects of Congressional expenditure, any more than other local objects appealing to the best sympathies of the human heart. The Democratic doctrine in respect to the public lands has been and is that the Federal Government is bound to dispose of them as would a prudent, sagacious, private land-owner disposing of a small share of his property—alternate sections, it may be, by way of gift, or at nominal prices, to encourage the early occupation thereof by constructing railways or otherwise, and so augment the value of the residue, but never making the building of public works the primary or main object. All such enterprises are to be undertaken by private enterprise, under control of the several States. In general, whatever gives to the Federal Government money or power not absolutely vital to its constitutional functions is to be resisted. The States are to be the disbursers of patronage and expenditures, upon the theory that nothing shall be done in Washington which can as well be done in Boston, or Albany, or Trenton, or Harrisburg, or Annapolis, for example. Therefore, the *maximum* of all taxes shall be levied and collected by the States, and the *minimum* by the Federal power. Railways, canals, steamboats, and telegraphs, not absolutely essential for war or naval uses, shall not be owned, operated, or controlled in Washington. The increase of Federal patronage therefrom would of itself condemn such projects. Even the distribution of the mails could, it is thought by many, be better left to private enterprise, as is now the actual transportation thereof by land and water. To-day an express company by contract distributes the mails from the Post Office in this city to the different railways, which in turn carry them onward to their destination. Why not entrust the receipt and distribution *in* the post offices to private corporations or companies? It is the least difficult part of the business, and the least expensive.

When once the Federal Government is administered on this idea of turning over to the States everything which the Constitution does not command to be done from Washington, then the whole machine will work harmoniously and simply. Appropriations and expenditures by the Federal Government will be reduced to the *minimum*. Federal offices will be reduced in number and the salaries made equally small. Citizens will turn to their homes for honors and emoluments, where neighborhood criticism is active and penetrating. The Federal debt will be paid, but beyond that there will be little need for large Federal taxation, direct or indirect. Revenue reform and civil service reform, and all kindred questions, will then, in respect to Washington, be shorn of a great part of their now vast proportions.

The wisdom of this doctrine of State rights, and an illustration of what frightful departure from its teachings there has been since the civil war ended, is clearly seen in the way the President of the United States now uses the Federal army and navy in time of peace, and especially in those military plebiscites, miscalled elections. Until within a half dozen years or so the Federal Executive could not call out the local militia to enforce even Federal laws in a State, unless he shall by a proclamation "command such insurgents to disperse." No more could he call out the forces of the standing army or the navy. The condition precedent of his power was the existence "of combinations too powerful to be suppressed by the ordinary course of judicial proceedings." Now all this is changed. The Executive calls on the army or navy, and sends them into a State, as he would call and send Dent, or Babcock, or a department clerk. President Pierce did not use the military arm in the affairs of even a Territory—namely, Kansas—till, by his proclamation of February 11, 1856, he had satisfied the laws of 1795 and 1807.

In case of insurrection against a State government, the President cannot interfere by calling out the militia of another State (and under no circumstances the militia of that State) unless on application of the Legislature of such State, or of the Executive when the Legislature cannot be convened; and, as we have just said, he cannot in strict law, as we say, even in case of anticipated resistance to Federal laws in a State, call on Federal troops (even under modern legislation) until he has issued a proclamation, under the laws of 1795 and 1807, calling on the law-breakers to desist and disperse.

IS JOHN A FAILURE?

From the New Orleans Republican.

It is coming into fashion to abuse John Chinaman as not coming up to the standard of a good contract laborer. One fellow says he is better for farming than railroad building, and another fellow thinks that his farming capacity is not so good as his ability as a road constructionist. And so it is probable the big farmers and the railroad contractors will dismiss John in his aggregate capacity from their employ. This is all rigat. It brings matters nearer level, because John is really not bad as an independent man, which his contract with Koopmanschap did not allow him to be. We can afford to absorb millions of Chinamen if they only come as intelligent, separate, independent laborers, prepared to work for the best man at the best price. Their advent is only objectionable when they come as machines for an individual purpose, as it was originally proposed to bring them. Men who had lost their negro slaves turned to China for a new supply of Asiatic peons; and it was purposed that the saffron-hued laborer from the antipodes should run out and supplant the race that has borne the brunt of labor in the South for a hundred years and more. And what was worse, after the negroes had been driven out the same old aristocratic system of farming was to be introduced which impoverished the South before the war. Selfish men desired to perpetuate a rule of servitude which protected one man in living dissolutely off of the labor of twenty other ignorant men. Mr. Koopmanschap is the promoter of this speculation, and as such has probably made a fortune for himself by selling a great number of fools in the South.

The Chinese are probably like the Indians in this matter of working for other people. It was always the complaint in Mississippi that the Choctaws never could be made to work like slaves. They would contract to serve, and they might fulfil their agreement; but if they once grew obstinate or were allowed to reach whisky work was at an end. Force was useless to move them to do faithful service. The Mexican is much the same creature. His personal independence cannot be degraded to a condition of slavery. And it is this rebellious principle in the Chinaman which has given dissatisfaction to the factor of John Chinamen. These people, who were expected to be slaves, have demonstrated that they are men. They stand upon their contract. They are not to be cheated in wages or swindled out of their earnings by shoddy merchandize. Settlements must be punctually made, treatment must be conciliatory and agreeable. Else there comes a row. The Chinaman is neither to be imposed upon in his pocket nor his person. And as the original suggesters of Asiatic peons based their calculations on being able to defraud and beat their peons, the speculation has lost its attraction since it has been found that the peons can take care of themselves. And this is why our farmers and contractors are mutually finding out that the Chinaman is not a faithful laborer.

No laborer is good in this country who is not independent. There is something in our society which makes men feel that their personal liberty to go and come must be unrestrained, in order that they may stand upon the common platform of American liberty. In California John Chinaman is an industrious, economical, peaceful, and taxpaying citizen. He works for himself, while doing the labor of others. Both himself and his employer are free to quit when they fail to agree. He will be an acquisition of value to the South when he comes here as a free man, because then he will work with a will. To-day he is a despondent, discontented peon, living the life of a slave among a moving world of free people. While all around may move, he alone is tied to the service. Is it strange that, in brooding over this servitude, the Chinaman fails to give satisfaction? Put yourself in his place and answer.

THE SORROWS OF NEW JERSEY.

From the N. Y. World.

The Republicans of New Jersey are in the pangs of Senatorial parturition, and the doctors and dry nurses are in infinite trouble of spirit. When it became known that the trooly loil had a majority in the Legislature, aspirants for the United States Senatorship, made vacant by the withdrawal of the commercial Cattell, became numerous. Some were indigenous, like the Frelinghuysens, who have a family entail on that especial office, and claim to hold it in common law. Others came up like toad-stools in a barnyard; among them one Cornelius Walsh, a self-made ward statesman of Newark, who has diligently attended political primaries and church prayer-meetings, has occasionally been a delegate to Republican county conventions, and often presided at gatherings of the good when the cause of religion or temperance was at stake.

He is a smug-faced man, careful and economical in his business affairs, and has proved his statesmanship by solving the labor question. Not at all a carpet-bagger, he is a manufacturer of carpet-bag frames, trunk-hinges, and the like, and has never had a strike in his shop, because he demands a month's notice from any workman who intends to leave, and keeps two weeks' back pay in his own hands, which they forfeit if they go without his consent. Saint and statesman, why should he not be also Senator? He has acquired a "gift" by frequent exhortations in class-meetings, and from that to "listening senates" is only a step.

So it happens that Mr. Walsh is the most prominent candidate for the successorship to Cattell. He made to himself friends of the mammon of unrighteousness, and recollecting that a prophet is not without honor save in his own country, he went down into West Jersey before the November election and "helped" the Republican candidates for Assembly. To some he gave one talent, to some five, and to others ten talents; nor is he, it is understood, presently particular about how much he pays him who cometh at the eleventh hour; and now when the Senatorial choice is pending Walsh appears with an alarming following of fellows upon whom he has a "first mortgage"—to adopt a felicitous phrase of the Newark *Advertiser*, which, in its anxiety to win last fall, advised all Senatorial candidates to go in and occupy as many Assembly districts as they could beg, borrow, or buy. Walsh did it with a vengeance, and now the *Advertiser* sets up a howl about the corrupt use of money in elections.

But if Walsh beats the *Advertiser* clique we shall rejoice with exceeding great joy. He is intelligent enough for the average Republican and fully represents the piety of the party. And we shall hugely appreciate the worry of Republican editors who, compelled to say something, must delve among volumes of biographies of "American Self-made Men, Illustrated," to find the name and learn the career of the distinguished Senator Walsh from New Jersey—the State of Southard, Frelinghuysen, and Stockton.

"WHERE IS THE LITTLE NIGGER?"

From the N. Y. Herald.

We notice by our reports from Albany that Boss Tweed has introduced a bill to legalize the purchase of certain lakes and lands for the use of the Croton Aqueduct, and for which the sum of twenty-five thousand dollars has been paid. We suppose this is to cover the purchase of Lake Gilead, in Putnam county, last summer, and the payment to the owners of the above amount by Mr. Tweed as President of the Board of Public Works. It will be remembered there was no little gossip at the time on the subject, to the effect that Boss Tweed was making a fine job out of the transaction—the charge being no less than the selling to the city for two hundred thousand dollars property for which he paid only twenty-five thousand.

But that scandal is put to rest by the bill just introduced, indemnifying the Boss for exactly the amount of cash he paid down—twenty-five thousand dollars, no more and no less. This is a miracle of honesty on the part of a ring manager that would be deemed incredible did we not have the plain figures before our eyes. Is it possible that Mr. Tweed can have performed this service for the city and not even pocketed a percentage or a commission on the operation? But do we really see the whole thing in its present light? Is there not something in the background—some balm in Lake Gilead that will allay the itching palm of the great big Boss? Is there or is there not a little nigger in the wood pile? If so, where is the little joker?

If it turns out to be a fair and square transaction on the part of Mr. Tweed, we shall have to give that gentleman credit for possessing a degree of conscientiousness unparalleled in the annals of corporation jobs and jobbers. Taken in connection with his recent vaunted charitable donations, it may foreshadow a change of heart and lead to a *bona fide* moral reformation that will startle the political world and cause old Tammany Hall to be filled with lamentations. What! no more corporation scalps, no more pickings and stealings, no more cent per cent operations, no more tax levy subsidies? Horrible! We shall be very glad to help Mr. Tweed along in this great work of reform—a work that should be encouraged by all taxpaying citizens. But, seriously, is there or is there not a "little nigger in the woodpile?"

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21 1y Rev. T. W. CATTELL.

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OLD OAKS CEMETERY COMPANY OF PHILADELPHIA.

This Company is prepared to sell lots, clear of all encumbrances, on reasonable term. Purchasers can see plans at the office of the Company,
NO. 518 WALNUT STREET,
Or at the Cemetery, where all information needed will be cheerfully given.
By giving notice at the office, carriages will meet persons desirous of purchasing lots at Tioga Station on the Germantown Railroad, and convey them to the Cemetery and return, free of charge.
ALFRED C. HARMER, President.
MARTIN LANDENBERGER, Treas.
MICHAEL NISBET, Sec'y. 10 5 wfm 6m

SHIPPING.

NATIONAL LINE.
STEAM TO AND FROM
Liverpool, Queenstown, Londonderry, Glasgow, French, German and Scandinavian Ports.
The new, fast sailing, first-class iron steamers

EGYPT,	ENGLAND,
SPAIN,	THE QUEEN,
ITALY,	HELVETIA,
FRANCE,	ERIN,
HOLLAND,	VIRGINIA,
DENMARK,	PENNSYLVANIA,

Sail regularly WEDNESDAY, THURSDAY, and SATURDAY.
NOTE.—The magnificent Ocean Steamships of this line are among the largest in the world, and are celebrated for speed, safety, and comfort. Owing to reduction, rates are now $15 in Cabin and $8 in steerage cheaper than other first-class lines.
Passengers also booked by
The Cunard Royal Mail Line,
The United States Mail Line, and
The Anchor Line of Steamships.
For passage, or Sight Drafts upon all parts of Europe, apply to
WALLER & CO., Agents,
No. 204 WALNUT Street,
1 16 Just above Second.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing days.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 11

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—
City of Paris, Saturday, Jan. 21, at 2 P. M.
City of Baltimore, via Halifax, Tuesday, Jan. 24, at 1 P. M.
City of London, Saturday, January 28, at 11 A. M.
City of Brooklyn, Saturday, Feb. 4, at 2 P. M.
and each succeeding saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$
To London	80	To London	3[illegible]
To Paris	90	To Paris	88
To Halifax	20	To Halifax	10

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the company's office.
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.
ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.
The JUNIATA will sail for New Orleans, via Havana, on Wednesday, January 18, at 8 A. M.
The YAZOO will sail from New Orleans, via Havana, on ——, January ——.
THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.
The WYOMING will sail for Savannah on Saturday, January 21, at 8 A. M.
The TONAWANDA will sail from Savannah on Saturday, January 21.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEER will sail for Wilmington on Thursday, January 26, at 6 A. M. Returning, will leave Wilmington Friday, February 3.
Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.
WILLIAM L. JAMES, General Agent.
6 13 No. 130 South THIRD Street.

THE ANCHOR LINE STEAMERS Sail every Saturday and alternate Wednesday to and from Glasgow and Derry.
Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark and America as safely, speedily, comfortably, and cheaply as by any other route or line.

"EXPRESS" STEAMERS.	"EXTRA" STEAMERS.
ANGLIA,	IOWA,
AUSTRALIA,	TYRIAN,
BRITANNIA,	BRITANNIA,
INDIA,	IOWA,
COLUMBIA,	TYRIAN,
EUROPA.	BRITANNIA.

From Pier 20 North river, New York, at noon.
Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—
First cabins, $65 and $75, according to location.
Cabin excursion tickets (good for twelve months), securing best accommodations, $130.
Intermediate, $23; steerage, $28.
Certificates, at reduced rates, can be bought here by those wishing to send for their friends.
Drafts issued, payable on presentation.
Apply at the company's offices to
HENDERSON BROTHERS,
12 27 1 No. 7 BOWLING GREEN.

WHITE STAR LINE.
OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK, IRELAND.
The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world:—
OCEANIC, Captain Murray. ARCTIC.
ATLANTIC, Captain Thompson. BALTIC.
PACIFIC, Captain Perry. ADRIATIC.
These new vessels have been designed specially for the transatlantic trade, and combine speed, safety, and comfort.
Passenger accommodations unrivalled.
Parties sending for their friends in the old country can now obtain prepaid tickets.
Steerage, $32, currency.
Other rates as low as any first-class line.
For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER street, Liverpool, and No. 7 EAST INDIA Avenue, LEADENHALL Street, London; or at the company's offices, No. 19 BROADWAY, New York.
1 5 1 J. H. SPARKS, Agent.

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M ELDRIDGE & CO., Agents at Alexandria. 6 1

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves Philadelphia. 4 11

SHIPPING.

LORILLARD STEAMSHIP COMPANY.
FOR NEW YORK,
SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON,
are now receiving freight at winter rates, commencing December 28. All goods shipped on and after this date will be charged as agreed upon by the agents of this company.
INSURANCE ONE-EIGHTH OF ONE PER CENT.
No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.
For further particulars and rates apply at Company's office, Pier 38 East river, New York, or to
JOHN F. OHL,
PIER 19 NORTH WHARVES.
N. B.—Extra rates on small packages iron, metals, etc. 28 5

FOR SAVANNAH, GEORGIA THE FLORIDA PORTS, AND THE SOUTH AND SOUTHWEST.
GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.
FOUR STEAMERS A WEEK,
TUESDAYS,
THURSDAYS,
AND SATURDAYS.
THE STEAMSHIPS
SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River.
WM. R. GARRISON, Agent,
No. 5 Bowling Green.
MONTGOMERY, Captain Faircloth, from Pier No. 13 North River.
R. LOWDEN, Agent,
No. 93 West street.
LEO, Captain Dearborn, from Pier No. 16 East River.
MURRAY, FERRIS & CO., Agents,
Nos. 61 and 62 South street.
GENERAL BARNES, Captain Mallory, from Pier No. 36 North River.
LIVINGSTON, FOX & CO., Agents,
No. 88 Liberty street.
Insurance by this line ONE-HALF PER CENT.
Superior accommodations for passengers.
Through rates and bills of lading in connection with the Atlantic and Gulf Freight line. {1 6
Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.
C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway.
GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES.
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commission
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,
4 5 No. 132 South DELAWARE Avenue.

FOR ST. THOMAS AND BRAZIL UNITED STATES AND BRAZIL STEAM SHIP COMPANY.
REGULAR MAIL STEAMERS sailing on the 23d of every month.
MERRIMACK, Captain Wier.
SOUTH AMERICA, Captain E. L. Tinklepaugh.
NORTH AMERICA, Captain G. B. Slocum.
These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to
WM. R. GARRISON, Agent,
12 10† No. 5 Bowling-green, New York.

FOR NEW YORK via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.
Freights received at low rates.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 4

CORDAGE, ETC.

CORDAGE.
Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
Factory, TENTH St. and GERMANTOWN Avenue.
Store, No. 23 N. WATER St. and 22 N. DELAWARE Avenue.
6 13 12m PHILADELPHIA

CITY ORDINANCES.

RESOLUTION
Of Request to the Legislature of Pennsylvania.

Whereas, During the late Rebellion large amounts of money have been drawn from the City Treasury "for the defense of the city," "relief of families of volunteers," and "for bounties to volunteers" by appropriations made by Councils for those purposes, amounting to eleven millions eight hundred and nineteen thousand and sixty-eight dollars.

And whereas, This large expenditure from the Treasury of the city to aid in the suppression of the late Rebellion was warranted only by the occasion, and has vested in the city a just and equitable claim on Congress for the full amount of the same.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Legislature of Pennsylvania be and they are hereby requested to make application to the United States Government to repay to the city of Philadelphia the said sum of eleven millions eight hundred and nineteen thousand and sixty-eight dollars, the amount expended as above-mentioned.

Resolved, That a copy of these resolutions be sent to the members of the Legislature from the city of Philadelphia.

HENRY HUHN,
President of Common Council.
Attest—
BENJAMIN H. HAINES,
Clerk of Select Council.
SAMUEL W. CATTELL,
President of Select Council.

Approved this fourteenth day of January Anno Domini one thousand eight hundred and seventy-one (A. D. 1871).
DANIEL M. FOX,
1 14 1t Mayor of Philadelphia.

WHISKY, WINE, ETC.

CARSTAIRS & McCALL
No. 126 Walnut and 21 Granite Sts.
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.
WHOLESALE DEALERS IN
PURE RYE WHISKIES
IN BOND AND TAX PAID.

SAXON GREEN
NEVER FADES.
8 1 6m

Corn Exchange Bag Manufactory
JOHN T. BAILEY,
N. E. Cor. WATER and MARKET Sts.
ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

NEWS SUMMARY.

City Affairs.

—At a meeting of the Pennsylvania Poultry Society, held yesterday, the following officers were elected to serve for the year 1871:—President, William Wister; Vice-President, David W. Herstine; Treasurer, Charles B. Dunn; Corresponding Secretary, J. D. Nevins; Recording Secretary, J. D. Rodney; Executive Committee, Thomas B. Raynor, T. Wharton Fisher, E. W. Hopkins, Charles D. Knight, Charles Macalester, Jr.

—The report of the Secretary of the State Council of Pennsylvania, O. of U. A. M., for the year ending June 30, 1870, contains the following statistics, showing the condition of the Order in the State:—Number of Councils chartered during the year, 44; number of members initiated during the year, 4787; received by card, 146; reinstated, 118; total admissions, 5041. Number of members suspended during the year, 1301; expelled, 77; withdrawn by card, 183; deceased, 111; total loss, 1672. Amount of money received by Subordinates during the year, $140,603·28; amount of percentage received by State Council. $4579·10; amount of money paid by Subordinates for benefits and relief during year, $35,120·44; amount of money in treasuries of Subordinates June 30, 1870, $196,489·90; balance in State Council Treasury, June 30, 1870, $187·15; Receipts of Widows' and Orphans' fund during the year, $6034·48. Number of widows of deceased brothers, 392; number of orphans of deceased brothers, 751.

—A meeting of the Board of Fire Commissioners was held yesterday afternoon in the reception room of the Mayor's office, the President, Mr. Landenslager, in the chair, all the members present.

Mr. Lawrence, after the minutes had been read, stated that he desired to explain that the flag formerly hanging in the Chief Engineer's office had merely been placed in the temporary charge of Company G, of the 4th Regiment, and had not been presented to them.

The board proceeded to act on the report of the Committee on Rules and Regulations. The rules heretofore published were adopted with some slight modifications, the most important of which were to strike the figures 8 and 10 from the rule regulating the number of extra men to be appointed for each engine and truck, and inserting 4 and 6, so as to make the number four for every engine company and six for every truck company. The item in regard to equipments was also changed by inserting "navy blue" in the place of the word "red," as applied to shirts, and providing that the coats shall have brass buttons with the letters "P. F. D." on them. It also was amended by adding the words, "and pants," so as to make the uniform complete.

Mr. Plumly suggested that it was important in appointing the men to be sure that they were physically able. He therefore moved that the President be a committee of one to ascertain at what cost an examining physician could be procured to make examinations of candidates. The board then adjourned.

—The stated meeting of the Executive Council of the Board of Trade was held last evening, Mr. James C. Hand, Vice-President, in the chair.

Mr. Allen, from the Committee on Inland Transportation, presented a report recommending the passage of the following preamble and resolution:—

Whereas, Various committees representing different business interests are now engaged in soliciting subscriptions for the bonds of the proposed European steamship company, to the amount of one and one half million of dollars; and,

Whereas, The obtaining of this bond subscription for the amount above-named is made necessary by the Pennsylvania Railroad as a part of their proposition prior to the organization of the proposed company, and this Board feel a deep interest in this enterprise as one necessary in promoting the growth and prosperity of our city, do therefore,

Resolve, That we ask of every man who has at heart the interests of this city, that he do his part towards the obtaining of this subscription in the shortest possible time.

The annual report of the Treasurer was then read, showing the balance on hand January 1st, $1291·65; balance now on hand, $401·10. The board also owns securities to the amount of $15,340.

The report was referred to the Finance Committee for audit.

On motion of Mr. Wetherill it was resolved that a subscription of $5000 be made to the bonds of the American Steamship Company.

The Chair announced Messrs. Henry Winsor, George N. Allen and John O. James as the committee for the month. After which the meeting adjourned.

Domestic Affairs.

—Suit has been entered in New Orleans against Myra Clarke Gaines for $127,000 for lawyers' fees.

—Hon. Henry Wilson, of Massachusetts, was yesterday renominated for the United States Senate.

—The High Court of Impeachment of North Carolina will organize on the 23d inst. for the trial of Governor Holden.

—A committee of Councilmen visited Harrisburg yesterday to urge upon the Legislature the passage of an act to authorize Philadelphia to tax the gross receipts from premiums of insurance companies to raise funds to aid in support of the paid Fire Department.

Foreign Affairs.

—The French Provisional Government has authorized a million and a half francs of forced paper currency, secured on State domains.

—It is intended to place fifty thousand Belgian troops upon the frontier of Belgium, in case General Faidherbe is forced in that direction by his opposers.

—The bombardment of Paris continues without interruption throughout the day and night, women and children being frequently killed in the streets of the city.

—A Berlin despatch says that a semi-official statement made that Austria has offered her services as mediator between Prussia and France is premature.

—The accounts relative to Chanzy's army differ materially as from the sources whence they come, the Germans asserting that it is virtually crushed, and the French that it is reorganized and ready to resume operations.

—Jules Favre is ready and anxious to attend the London Conference, and is only precluded from proceeding to London by reason of the bombardment. He, however, expects shortly to get a pass through the Prussian lines by means of Minister Washburne's intercession.

SAN DOMINGO.

Correspondence Relative to the Treaty—Secretary Fish's Letter—History of the Negotiations.

WASHINGTON, Jan. 16.—The President to-day complied with Mr. Sumner's resolution calling for information respecting Dominica. In addition to the letter of the Secretary of State are copies of all papers and correspondence relating to the proposed annexation or purchase of any part thereof, etc.

SYNOPSIS OF SECRETARY FISH'S LETTER.

Secretary Fish's letter is lengthy, and reviews the questions embraced in the resolution. After referring to the boundary between Hayti and San Domingo, which he says is well defined, he states that no document can be found which makes San Domingo liable for any of the debt to France assumed by the Government of Hayti. He sketches the history of the Dominican Republic, which was proclaimed in December, 1821, and details at length its relations with this country under Presidents Polk and Pierce, both of whom sent commissioners, the former in regard to the question of recognition, and the latter in regard to the purchase of Samana Bay as a naval station. The negotiations in regard to Samana Bay were broken off, probably by the interference of foreign powers. During our late war Spain tried to repossess herself of the island. In 1866 the effort to secure Samana bay was revived by the United States agents under the direction of Secretary Seward. The Dominican Government secretly applied to the United States for money and war material to aid them in their war with Spain, offering Samana bay as a pledge. In January, 1867, the Assistant Secretary of State visited San Domingo. He was authorized to offer to the Dominican Government $2,000,000, payable one-half in cash and the other half in arms and munitions of war, as a consideration for the proposed cession. He was instructed to require a full sovereignty of the United States over the territory to be ceded. The negotiation failed, however, because the Dominican Government could not consent to an absolute sale of territory without violating an express provision of the Constitution of the Dominican republic just adopted; that it would be inconvenient to await amendments to the Constitution. The Dominican Government, therefore, proposed a lease of the Cayes Levantando, which command the entrance of the Bay of Samana, and the use of the adjacent waters, together with certain specified privileges on the main land of the peninsula. This measure would not answer the purposes of the United States.

The negotiations were renewed in February, but no progress having been made by Mr. Smith, the power with which he was invested was revoked on the 8th of May, 1867. Friendly sentiments concerning the delicacy of the subject induced the Secretary of State to direct that no publicity should be given to these proceedings, and that no trace of them should be left on the records of the commercial or consular agent of the United States in San Domingo.

At subsequent periods during the year 1867 the Dominican Government was understood to have entered into a formal treaty with the Republic of Hayti, by which those two powers which divide the island of San Domingo between them mutually stipulated that neither would in any case alienate any portion of its territories; and a proclamation was issued by the President of the Dominican Republic, announcing that he had not made and should not make any cession of the bay or peninsula of Samana to the United States or to any other power. In November, 1867, General Cabral sent Mr. Jujol to Washington to renew negotiations, which were terminated by Cabral's downfall in March, 1868. Mr. Somers Smith, United States Commercial Agent, was in constant communication with the two governments during 1868. Mr. Fish says a mass of correspondence in the archives of this department, from a variety of sources, much of which was unprejudiced, and some of which has been biased by prejudice or interest, appeared to demonstrate the following points:—First. That the Spanish portion of the Island of San Domingo was sparsely populated.

The estimates varied from 150,000 to 300,000 persons. Those who would appear to have the best opportunities for correct information fixed the number at less than 200,000. Second. That the soil of that part of the island was rich, and capable of a productive power beyond any corresponding extent of the Island of Cuba. Third. That its actual production was greatly diminished by the disturbed state of its civil and political society, caused partly by the Spanish invasion, partly by the character of the population, and largely by the aggressive policy of the neighboring republic of Hayti. Fourth. That all parties, with equal unanimity, sought refuge from these disturbances in more intimate connection with the United States, which was regarded as the natural protector of republican institutions in the Western hemisphere. Fifth. That to this end all desired to lease the bay and peninsula of Samana to the United States for a naval station, as a first step toward ultimate annexation. Sixth. That the Bay of Samana was the key to the Mona Channel, was the gate to the Caribbean Sea and the Isthmus of Panama.

In June, 1869, the present administration appointed Benjamin S. Hunt to obtain information in regard to the Dominican Republic, but ill health compelled him to resign.

On the 13th of July, Brevet Brigadier-General Babcock, who was employed in the Executive office, and who enjoyed the full confidence of the Government, was, in the place of Mr. Hunt, instructed to proceed to San Domingo on the same mission, and sailed from New York about four days after receiving his instructions. On his return he made a favorable report, and he was directed to return to San Domingo in order to aid Mr. Raymond H. Perry, the commercial agent of the United States, in negotiating for the annexation of the whole territory of the republic to the United States, and as an alternative proposition for a lease of the peninsula and bay of Samana to the United States. A treaty for the examination of the territories of the republic and a convention for the lease of the bay and peninsula of Samana were accordingly concluded. This treaty did not receive the assent of the Senate. Mr. Fish then reviews the Hatch case very briefly, and closes by answering the various questions submitted to him by referring to accompanying documents.

The Secretary says all correspondence in the archives of the department tends to show that, should President Baez fail in the effort to annex Dominica to the United States, the popular disappointment may find vent in another revolution. He has no knowledge of any obligation which Dominica is under to the neighboring republic of Hayti as to debt and liability, unless such obligations are shown in the confidential papers transmitted.

WHAT THE NAVY DID.

It appears from the documents sent to the Senate to-day, by the President, that on the 29th of January, 1870, Minister Bassett, in Hayti, addressed a letter to the commander of any United States ship-of-war, at or near Samana, in which he said that under instructions from the Government at Washington he had warned the existing Government of Hayti not to interfere in any manner in the internal affairs of the republic of Dominica. Rear-Admiral Poor informed President Saget, under date of Port-au-Prince, February 10, 1870, of the arrival of the Severn, accompanied by the monitor Dictator, and announced to him, under instructions from the Government of the United States, that negotiations were then pending between the United States Government and that of Dominica, and that during the existence of this negotiation the United States Government will use all its power to prevent any interference on the part of the Haytiens, or any other power, with the Dominican Government. Any interference or attack, therefore, by vessels under the Haytien, or any other flag, upon the Dominicans, during the pendency of said negotiations, will be considered an act of hostility to the flag of the United States, and will provoke hostility in return. The Haytien Government, through its Foreign Secretary, on the 12th of February, 1870, in a letter addressed to Minister Bassett, said his Government was resolved to abstain from all interference in the internal affairs of the Dominican Republic, and in a formal manner had instructed its agents at home and abroad to act in conformity with this resolution, and it had not failed to give similar instructions to its Consuls at Kingston and Curacoa.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.
SUN RISES..... 7·21 | MOON SETS..... 3·47
SUN SETS..... 5·0 | HIGH WATER..... 10·26

PHILADELPHIA BOARD OF TRADE.
HENRY WINSOR, GEORGE N. ALLEN, JOHN O. JAMES, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS

FOR AMERICA.

Britannia	Glasgow	New York	Dec. 21
Holsatia	Hamburg	New York	Dec. 21
C. of Dublin	Liverpool	New York	Dec. 24
Australia	Glasgow	New York	Dec. 24
S. America	Rio Janeiro	New York	Dec. 26
Virginia	Liverpool	New York	Dec. 28
India	Glasgow	New York	Dec. 31
Aleppo	Liverpool	New York v. B.	Jan. 3
Holland	Liverpool	New York	Jan. 4
Manhattan	Liverpool	New York	Jan. 4
C. of Merida	Vera Cruz	New York v H.	Jan. 5

FOR EUROPE.

Alaska	New York	Hong Kong	Jan. 18
Abyssinia	New York	Liverpool v. H.	Jan. 18
Erin	New York	Liverpool	Jan. 18
Nebraska	New York	Liverpool	Jan. 18
Ville de Paris	New York	Havre	Jan. 18
Siberia	New York	Liverpool	Jan. 19
France	New York	Liverpool	Jan. 21
Britannia	New York	Glasgow	Jan. 21
C. of Paris	New York	Liverpool	Jan. 21
C. of Baltimore	New York	Liverpool v. H.	Jan. 24
Manhattan	New York	Liverpool	Jan. 25
Iowa	New York	Glasgow	Jan. 25
Deutschland	New York	Bremen	Jan. 28
Washington	New York	Havre	Jan. 28
India	New York	Glasgow	Jan. 28
Wyoming	New York	Liverpool	Jan. 28
C. of London	New York	Liverpool	Jan. 28
C. of Brooklyn	New York	Liverpool	Feb. 4

COASTWISE, DOMESTIC, ETC.

Juniata	Philadelphia	New Orleans	Jan. 18
Morro Castle	New York	Havana	Jan. 19
Hy. Chauncey	New York	Aspinwall	Jan. 20
Cortes	New York	New Orleans	Jan. 21
Wyoming	Philadelphia	Savannah	Jan. 21
Merrimack	New York	Rio Janeiro	Jan. 23
Pioneer	Philadelphia	Wilm'gton, N.C.	Jan. 26

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamer H. L. Gaw, Iler, Baltimore, A. Groves, Jr.
Str R. Willing, Wood, Baltimore, A. Groves, Jr.
Nor. bark Sylvia, Olsen, Cork for orders, L. Westergaard & Co.
Brig Herald, Hanson, Matanzas, Warren & Gregg.
Schr Emma P. Douglas, Ellis, Portsmouth, Va., David Cooper.

ARRIVED YESTERDAY.

Nor. ship Palmerston (4 masts) Kolin, from Hamburg Nov. 21, with mdse. to L. Westergaard & Co.

Steamship Volunteer, Jones, 24 hours from New York, with mdse. to John F. Ohl.

Steamship Norman, Nickerson, 48 hours fm Boston, with mdse. and passengers to H. Winsor & Co.

Br. bark L. G. Bigelow, Corning, 72 days from Gottenburg, with iron to order—vessel to B. Crawford & Co. Dec. 14, lat. 42, long. 52, spoke bark Tantivy, from Baltimore for Dublin. Jan. 7, off George's Shoals, saw bark Capital, waterlogged and abandoned, with helm lashed to starboard. Experienced heavy weather the entire passage, with N. E. winds.

Br. brig Elvie Allen, Acker, 62 days from Messina, with fruit and sulphur to N. Hellings & Bro.

Schr Cora Etta, Sleeper, 15 days from Darien, Ga., with timber to J. F. Stockham—vessel to Workman & Co.

Schr L. C. Hickman, Robinson, 7 days from Savannah, with mdse. to captain.

City Ice-boat No. 2, Captain Schellenger, from Ledge Light, having towed thereto brigs Gianee, for Bermuda, and William Welsh, for Havana. Brought up ship Palmerston and bark L. G. Bigelow. Saw the ship City of Boston, from Liverpool, lying at anchor in the Bay. Vessels bound down all proceeded with a fair wind. Ice all disappeared.

TRADE RESUMED.

We learn from the office of the Company, No. 417 Walnut street, that the propellers Shriver, with Philadelphia freight, and Banner, with New York freight, left Baltimore at 4 A. M. yesterday; arrived at Chesapeake City, at 11 A. M., en route for Philadelphia via Chesapeake and Delaware Canal. They report the Chesapeake Bay clear of ice.

(By Telegraph.)

LEWES, Del., Jan. 16.—Bark Fredries and brig Shepherdess left for Philadelphia early yesterday A. M., under sail. Two barks also passed in early, and a ship at 1 P. M. A bark this A. M. anchored below the Brown, bound up, and a ship and a bark are coming down the Bay. Brig Herms went to sea at 8 o'clock to-day.

In harbor, brig W. Parks, Ledge Lightship, and five schooners.

P. M.—A ship, three steamers, a bark, and two brigs passed out to-day. Brig Wm. Parks and all the schrs in the harbor went to sea at noon.

Wind N. W. Thermometer, 48.

NEW YORK, Jan. 17.—This evening the steamer Buenos Ayres, for Falmouth, in going down the Bay ran into an unknown schr. The steamer had her foreyard carried away, and the schr had her bowsprit carried away and her bulwark stove. The steamer returned and anchored off Staten Island.

Arrived, steamer City of Merida, from Vera Cruz via Havana. Among her passengers are Mrs. Anna Quesada, wife of the Cuban general.

Steamer Hermann, from Bremen.

SAVANNAH, Jan. 16.—Arrived, brig Caroline E. Kelly, from Philadelphia.

(By Cable.)

QUEENSTOWN, Jan. 16.—Steamship Colorado, from New York Jan. 4, touched here at 6 A. M. to-day.

The steamer Samaria, from New York, arrived at 6 P. M. on Sunday.

BREST, Jan. 15.—Steamship Lafayette, from New York, Jan. 4, arrived at 5 A. M. to-day.

MISCELLANY.

City Ice-boat No. 1, Captain Mason, left the city yesterday morning at 4 o'clock, and proceeding to the Horse-shoe found it and the Schuylkill full of ice, which had drifted out of the coves and off the flats; broke it up, and returned to the city at 10 A. M.; at 10·40 returned and cleared the Horse-shoe and Schuylkill completely of ice, thus removing all impediments to free navigation; returned to the city at 6 P. M.

The brig with loss of mainmast and foretopgallantyard, spoken by schr Victor, at New York, and reported as the Emily E. Fowler, for Philadelphia, is probably the Br. brig Emily Comer, Thompson, from Milk River, Jam., for Philadelphia.

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.

JAMES & HUBER.

No. 11 North SECOND Street,

Sign of the Golden Lamb,

Are now receiving a large and splendid assortment of new styles of

FANCY CASSIMERES

And standard makes of DOESKINS, CLOTHS and COATINGS, [3 23 mwf

AT WHOLESALE AND RETAIL.

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED [illegible] HATS [illegible] the improved fashions of the season. CHESNUT Street, next door to the Post Office. rp4

PROPOSALS.

UNITED STATES MAILS.
PENNSYLVANIA.

POST OFFICE DEPARTMENT, WASHINGTON, Sept. 30, 1870.

PROPOSALS for conveying the Mails of the United States from July 1, 1871, to June 30, 1872, on the following routes in the State of Pennsylvania, will be received at the contract Office of the Department until 3 P. M. of March 1, 1871, to be decided by March 30 following:—

2365 From Butler, by North Oakland, Barnhart's Mills, Baldwin, and Bruin, to Lawrenceburg, 22 miles and back, three times a week.
Leave Butler Monday, Wednesday, and Friday, at 7·30 A. M.;
Arrive at Lawrenceburg by 4 P. M.;
Leave Lawrenceburg Tuesday, Thursday, and Saturday, at 7·30 A. M.;
Arrive at Butler by 4 P. M.

2610 From Liberty Corners, by Storr's Mills, to New Era, 11 miles and back, once a week.
Leave Liberty Corners Saturday at 8 A. M.;
Arrive at New Era by 12 M.;
Leave New Era Saturday at 1 P. M.;
Arrive at Liberty Corners by 5 P. M.

2634 From Bedford to Downingsville (Imlertown P. O.), 6 miles and back, twice a week.
Leave Bedford Tuesday and Friday at 3 P. M.;
Arrive at Imlertown by 5 P. M.;
Leave Imlertown Tuesday and Friday at 8 A. M.;
Arrive at Bedford by 10 A. M.

2635 From West Bingham, by Bingham Centre and Bingham, to Spring Mills (N. Y.), 7 miles and back, twice a week.
Leave West Bingham Tuesday and Saturday at 8 P. M.;
Arrive at Spring Mills by 5 P. M.;
Leave Spring Mills Tuesday and Saturday at 12 M.;
Arrive at West Bingham by 2 P. M.

2636 From Pottstown to Cedarville (no office), 2 miles and back, three times a week by a schedule satisfactory to the postmaster at Cedarville.

2637 From Oxford, by Mount Vernon, Colerain, Kirkwood, Forestdale, and Bartville, to Christiana, 18 miles and back, three times a week.
Leave Oxford Tuesday, Thursday, and Saturday at 1 P. M.;
Arrive at Christiana by 6 P. M.;
Leave Christiana Tuesday, Thursday, and Saturday at 7 A. M.;
Arrive at Oxford by 12 M.
This route is supposed to be covered by existing service, and, if so, will not be let.

2638 From Horton's, by Rochester's Mills (no office), to Brady, 12 miles and back, once a week.
Leave Horton's Saturday at 8 A. M.;
Arrive at Brady by 11 A. M.;
Leave Brady Saturday at 1 P. M.;
Arrive at Horton's by 4 P. M.
Proposals for more frequent service invited.

2639 From Osceola Mills, by Houtzdale and Madera, to Smith's Mills, 15 miles and back, twice a week.
Leave Osceola Mills Tuesday and Saturday at 7 A. M.;
Arrive at Smith's Mills by 12 M.;
Leave Smith's Mills Tuesday and Saturday at 1 P. M.;
Arrive at Osceola Mills by 6 P. M.

2640 From Hanlin Station, by Eldersville (no office) and Independence, to Bethany (W. Va.), 16 miles and back, once a week.
Leave Hanlin Station Saturday at 8 A. M.;
Arrive at Bethany by 12 M.;
Leave Bethany Saturday at 1 P. M.
Arrive at Hanlin Station by 5 P. M.
Proposals for more frequent service invited.

2641 From Troy Centre (no office) to Tryonville, 6 miles and back, once a week.
Leave Troy Centre Saturday at 10 A. M.;
Arrive at Tryonville by 12 M.;
Leave Tryonville Saturday at 1 P. M.;
Arrive at Troy Centre by 3 P. M.
Proposals invited for service twice a week, on Wednesday and Saturday.

2642 From Flicksville (no office) to Penargil (no office).
Bidders will state distance and proposed schedule of arrivals and departure.

2643 From Coopersburg, by Lanark, Limeport, Stinesburg, and Zion Hill (no office), to Coopersburg, 18 miles, three times a week, equal to 9 miles and back, three times a week.
Leave Coopersburg Tuesday, Thursday, and Saturday at 12 M.
Arrive at Coopersburg by 6 P. M.

2644 From Dixon, by East Lemon (no office), to Pierceville, 6 miles and back, three times a week.
Leave Dixon Tuesday, Thursday, and Saturday at 7 A. M.
Arrive at Pierceville by 9 A. M.
Leave Pierceville Tuesday, Thursday, and Saturday at 10 A. M.
Arrive at Dixon by 12 M.

2645 From Milroy to Siglerville (no office), 3 miles and back, three times a week, by a schedule satisfactory to the postmaster at Siglerville.

2646 From Sandy Lake, by North Sandy and French Creek, to Utica, 11 miles and back, twice a week.
Leave Sandy Lake Tuesday and Saturday at 3 P. M.
Arrive at Utica by 6 P. M.;
Leave Utica Tuesday and Saturday at 7 A. M.;
Arrive at Sandy Lake by 10 A. M.
Proposals for an additional weekly trip on Thursday invited.

2647 From Millertown, by Coffman's (no office), Uhl's Store (no office), Barnes' Hotel (no office), and Miller's Store (no office), to McKee's Half Falls, 18 miles and back, once a week.
Leave Millerstown Saturday at 6 A. M.;
Arrive at McKee's Half Falls by 12 M.;
Leave McKee's Half Falls Saturday at 1 A. M.;
Arrive at Millerstown by 7 P. M.

2648 From Edge Hill Station (no office), by Fitzwatertown, Jarrettown, and Three Tons, to Prospectville, 8 miles and back, six times a week, by a schedule making close connections at Edge Hill Station with regular mail trains.

2649 From Newport, by Acker's Store (no office) and Montgomery's Ferry, to Liverpool, 15 miles—only that part of the route from Newport to Montgomery's Ferry will be let, 10 miles and back, once a week.
Leave Newport Saturday at 3 P. M.;
Arrive at Montgomery's Ferry by 6 P. M.;
Leave Montgomery's Ferry Saturday at 7·30 A. M.;
Arrive at Newport by 10·30 A. M.

2650 From Tobyhanna Mills to South Sterling, 8 miles and back, once a week.
Leave Tobyhanna Mills Saturday at 1 P. M.;
Arrive at South Sterling by 4 P. M.;
Leave South Sterling Saturday at 7 A. M.;
Arrive at Tobyhanna Mills by 10 A. M.

2651 From North East, by Greenfield, to Wattsburg, 16 miles and back, once a week.
Leave North East Saturday at 2 P. M.;
Arrive at Wattsburg by 6 P. M.;
Leave Wattsburg Saturday at 6 A. M.;
Arrive at North East by 10 A. M.
Proposals for an additional trip on Tuesday invited.

2652 From Herrickville, by James Mittens (no office), and William Nesbits (no office), to Rummerfield Creek, 5 miles and back, three times a week, in close connection with railroad mail trains, by a schedule satisfactory to the postmasters.

2653 From Wyalusing, by Lime Hill, Ballebay (no office), and Camp School-house, to Herrick, 10 miles and back, three times a week.
Leave Wyalusing Tuesday, Thursday, and Saturday, at 11·30 A. M.—or after arrival of mail train;
Arrive at Herrick by 2·30 P. M.;
Leave Herrick Tuesday, Thursday, and Saturday, at 7 A. M.;
Arrive at Wyalusing by 10 A. M.

2654 From Russell Hill to Keiserville (no office), 2½ miles and back, once a week, by a schedule satisfactory to the postmaster.

2655 From Phœnixville, by Pickering and West Pikeland, to Chester Springs, 7 miles and back, three times a week.
Leave Phœnixville Tuesday, Thursday, and Saturday at 12 M.;
Arrive at Chester Springs by 2 P. M.;
Leave Chester Springs Tuesday, Thursday, and Saturday at 6·30 A. M.;
Arrive at Phœnixville by 8·30 A. M.

2656 From Cochransville to Londonderry, 2½ miles and back, three times a week, by a schedule satisfactory to the Postmaster at Londonderry.

2657 From Lanark to Allentown, 4 miles and back, three times a week, by a schedule satisfactory to the Postmaster at Lanark.

2658 From Trumbleyville to Fagundus Forest (no office), 1 mile and back, three times a week, by a schedule satisfactory to the Postmaster.

2659 From Carrolltown, by Nicktown and Kimmell's, to Pine Flats, 13 miles and back, once a week.
Leave Carrolltown Saturday at 8 A. M.;
Arrive at Pine Flats by 12 M.;
Leave Pine Flats Saturday at 1 P. M.;
Arrive at Carrolltown by 5 P. M.

2660 From Central office, in Philadelphia, to the following named sub-offices, from October 1, 1871, to June 30, 1872, viz.: Somerton, Byberry, Holmesburg, Olney, Tacony, Bustleton, Fox Chase, Milestown, Oxford Church, Torresdale, Verree's Mill, and Wheat Sheaf, twice daily, except Sunday, in each direction, or oftener if required, by a schedule satisfactory to the postmaster at Philadelphia, and the whole service and means of transportation to be under his direction.
Rate per annum to be stated in bids.

2661 From Liberty, by Brittonwood (no office) and Steam Valley (no office), to Trout Run, 15 miles and back, once a week.
Leave Liberty Saturday at 7 A. M.;
Arrive at Trout Run by 12 M.;
Leave Trout Run Saturday at 1 P. M.;
Arrive at Trout Run by 6 P. M.
Proposals invited for more frequent service.

NOTES.

Proposals must be to carry the mail with "celerity, certainty, and security," using the terms of the law, and they must be guaranteed by two responsible persons, certified to as such by a postmaster or judge of a court of record.

No pay will be made for trips not performed, and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth the compensation for the trip is subject to forfeiture. Fines will be imposed, unless the delinquency be satisfactorily explained, for neglecting to take the mail from or into a post-office; for suffering it to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, vehicles on the route. The Postmaster-General may annul the contract for disobeying the post-office laws or the instructions of the Department. He may alter the schedule of departures and arrivals, and also order an increase of service by allowing therefor a *pro rata* increase on the contract pay. He may also curtail or discontinue the service in whole or in part, at a proportionate decrease of pay, allowing as full indemnity to the contractor one month's extra compensation on the amount of service dispensed with, and a *pro rata* compensation for the service retained and continued. Bids should be addressed to the "Second Assistant Postmaster-General," superscribed "Proposals, State of Pennsylvania," and sent by *mail*.

For forms of proposals, etc., and other information, see advertisement of October 31, 1867, and of this date, in pamphlet form, at the principal post offices. JOHN A. J. CRESWELL,
19 eod tM1 Postmaster-General.

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Family, Pulpit, and Photograph Bibles.

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New and superb assortment, bound in Rich Levant Turkey, Panelled and Ornamental Designs, equal to the London and Oxford editions, at less than half their prices.

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The superiority of "THE HARDING PATENT FLEXIBLE CHAIN-BACK ALBUM" over all others heretofore manufactured will, upon the slightest examination, be apparent to all.

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AMUSEMENTS.

SÆNGERBUND

GRAND BAL MASQUE,

AMERICAN ACADEMY OF MUSIC,

TUESDAY, JANUARY 17, 1871.

Doors open at 7½ o'clock.

THE GRAND CARNIVAL PROCESSION

will commence at 9 o'clock.

TWO ORCHESTRAS, under the Directorship of

CARL SENTZ and H. OBERKIRSCH.

CATERERS—C. GRAINER and A. REISTLE.

Tickets, $5, admitting one Gentleman and Lady. Additional Ladies' Tickets, $1 each; for sale at North's Music Store, No. 1026 Chesnut street; News Stand at Continental Hotel; at the Sængerbund Hall, and on the evening of the Ball.

Carriages will set down heads south, and take up heads north. 1 13 4t

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Great Picture,

"BATTLE OF GETTYSBURG,"

AT No. 1003 CHESNUT STREET.

Open daily from 9 A. M. to 10 P. M.
Admission, 25 cents. Children, 10 cents.
Bring your Opera Glasses. 1 24 stuthtf

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E. L. DAVENPORT..... Lessee and Manager
THE LEGITIMATE DRAMA IN THE GOOD OLD STYLE,
With unapproachable casts of characters, by
DAVENPORT'S STAR COMPANY.
THIS (Tuesday) EVENING, Jan. 17,
HAMLET.
Admission, $1, 75, 50, and 25 cents. Commence at 8 o'clock.
Tickets secured at Abel's Dramatic Repository (Theatre Building), No. 1211 Chesnut street, daily, from 9 until 5 o'clock.

WALNUT STREET THEATRE.—THIS (Tuesday) EVENING, Jan. 17,
LAST NIGHT BUT THREE
of Andrew Halliday's celebrated comedy-drama entitled THE GREAT CITY:
A STORY OF LONDON LIFE.
THE IMPORTED SCENERY,
painted on the spot expressly for the management of this theatre, by the distinguished artist, Mr. J. Johnson, will present
BEAUTIFUL AND ACCURATE VIEWS
of the British Metropolis in the present day.
SATURDAY—GREAT CITY MATINEE.

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins at 8 o'clock.
LOST AT SEA REVIVED.
MONDAY AND EVERY EVENING,
Boucicault and Byron's great drama
LOST AT SEA,
With all its grand effects,
Great fire scene, etc.
Mrs. JOHN DREW.....as.....Laura Franklin
AIDED BY THE FULL COMPANY.
Particulars in bills.
Seats secured six days in advance.

THIS IS POSITIVELY THE LAST WEEK OF Mrs. WARNER'S CIRCUS, TENTH and CALLOWHILL Streets. Take your families to see the great EQUESTRIAN DISPLAY and astounding wonders nightly exhibited. Grand Matinee on WEDNESDAY and SATURDAY. Admission as heretofore. FRIDAY EVENING, January 20, GRAND TESTIMONIAL to J. W. WHARTON Manager, when will be presented attractions of super-excellent orders. Tickets, 50 cents 1 16 6t

FOX'S NEW AMERICAN THEATRE, CHESNUT Street, above Tenth,
AMUSEMENTS OF ALL NATIONS.
EVERY EVENING
And SATURDAY MATINEE.
GREAT CONGRESS OF STARS.
Comprising the best artists in the country, who appear in Grand Ballets, Dutch Comedy, Local Sketches, Minstrelsy, Ethiopian Acts, Farce, Comic Vocalism, Pantomime, etc.

AMERICAN MUSEUM AND MENAGERIE, Northwest corner of NINTH and ARCH Streets.
Open daily from 9 A. M. to 10 P. M.
100,000 CURIOSITIES
From all parts of the World.
THIRTY CAGES OF WILD ANIMALS.
The Splendid Dramatic Company appearing in the Lecture Room every Evening at 8 o'clock, and Wednesday and Saturday afternoons at 2 o'clock.
Admission to all the Attractions, 25 cents. 12 12 tf

ARCH STREET OPERA HOUSE, ARCH Street, above Tenth.
SIMMONS & SLOCUM'S MINSTRELS,
THE CHAMPION TROUPE OF AMERICA.
Every evening until further notice Robert Fraser's new Christmas Pantomime of
HUSH A BYE BABY;
OR, HEY DIDDLE DIDDLE.
Box office open from 9 A. M. until 4 P. M.
Matinee every Saturday. 9 5 tf

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"THE EMERALD POOL,"
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Admission—Season tickets, $1; single ticket, 25 cents. 1 5 1m

DUPREZ & BENEDICT'S OPERA HOUSE, SEVENTH Street, below Arch.
THE GREAT MORAL DRAMA OF
UNCLE TOM'S CABIN;
OR,
LIFE AMONG THE LOWLY.

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THE AMERICAN ST

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

TUESDAY, JANUARY 17, 1871.

SAN DOMINGO.

Wars, treaties, and political controversies, when they hinge on territorial acquisitions, furnish wonderful incitements to geographical and statistical studies; and at this moment a variety of circumstances have combined to render San Domingo such a specially interesting object of investigation that everybody who wishes to keep pace with the times must book himself up, after some fashion, in the history, characteristics, resources, and prospects of the proposed new sable sister. The commission of inquiry is at last duly authorized, appointed, organized, and prepared to sail in a few days to bring back a world of information about the new Eldorado, and meanwhile Secretary Fish has elaborately rehearsed the story of its intercourse with our own and other nations from a diplomatic standpoint for the immediate instruction of Congress and their constituents. The leading and most material facts involved are substantially as follows:—

Down in the Caribbean Sea there is an island variously called Dominica, or San Domingo, divided politically into the Republic of Hayti and the Dominican Republic, by a line identical with a boundary established many years ago between the French and Spanish parts of the island. The Haytien Republic represents the territory formerly owned by France, and it is not embraced in the proposed annexation scheme. It is the portion of the island formerly owned by Spain, comprising about three-fifths of the whole surface, or 17,000 square miles of territory, and only a comparatively small population, that President Grant is anxious to acquire and annex, and that Senator Sumner vows should not, must not, and shall not be incorporated into the American Union.

The inhabitants of the Spanish portion of the island, or the Dominican Republic, have had a rough time of it. In past times they have been subjected to the rigors of Spanish rule—for nearly twenty years, from 1795 to 1814, they were under French domination; after Napoleon's downfall they were transferred back to Spain; subsequently they declared their independence and set up a government for themselves as the Dominican Republic, and since then they have suffered alike from internal revolutions, occasional hostilities with the neighboring power of Hayti, and (only a few years ago) from an attempt of the Spanish Government to resume its ancient sway. Out of this attempt, with its difficult complications, on the one hand, and a series of overtures of various descriptions for a purchase of a portion of their island, made at various times by American administrations, the present project for a complete union of this great Republic with the little Dominican concern has gradually been developed until it excites as much interest among politicians as sensation match-making among the gossips.

Grant, in dabbling in the Dominican business, by no means adopted a new idea. He merely continued labors previously begun by Seward, under Johnson's administration. Nor was Seward the first American statesman to cast longing eyes on San Domingo. The coquetting commenced with Polk, in 1845. He was elected on an annexation platform, and not satisfied with gobbling up the "Lone Star" of Texas, together with many leagues of outlying Mexican territory, he took sufficient interest in the condition of Dominica to send down to it a special agent to inquire into its condition, etc., and to despatch thither D. D. Porter, then a lieutenant of the navy (now Admiral), to travel over and report upon it. Subsequently, under the Pierce administration, George B. McClellan, then a captain, and subsequently a major-general in the army of the United States, was sent down to Dominica to look out for a harbor, etc., and on the heels of his report efforts were made to negotiate a comprehensive treaty with that republic, embracing a cession of a harbor in the Bay of Samana, coal mines, etc., to this country. These efforts were thwarted, however, by the jealous interference of the Spanish Minister, aided by the representatives of other foreign powers, and by a popular revolution which deposed a government that was apparently inclined to consummate such a treaty in spite of European aversion to it. The popular feeling against annexation at that time probably arose from a dread that this Government, under the then existing rule, would endeavor to re-establish slavery; and as Jeff. Davis took a leading part in the project, this fear was only too well founded.

After this early negotiation was broken off, nothing further was attempted in the same direction until 1865. Our consular officer there wrote that the influence of our Republic in Dominica was well-nigh omnipotent, and in November, 1866, the Dominican Secretary of State addressed a confidential letter to Mr. Seward, then the American Secretary of State, stating that money and arms were badly needed to continue the fight against Spain, which was then progressing, and he desired to know on what terms our Government would furnish such material aid. Out of this application grew a formal offer on the part of the United States to give $2,000,000, one-half in cash and one-half in arms and munitions, for the cession to us of the peninsula and Bay of Samana, which offer was made in January, 1867. The Dominican Government, in reply, avowed its readiness to lease to us the coveted acquisition, but refused to sell it; and soon afterwards it was alleged that Dominica had made a treaty with Hayti by which both those powers mutually agreed that neither would alienate any portion of its territory; but Secretary Fish says, in his report to Congress, that he "now learns with pleasure that the treaty this referred to does not absolutely conclude." Whether binding or not, at all events, the President of the Dominican republic, after declaring in a public proclamation that he would not cede to us the bay or peninsula of Samana, reported an offer to lease it, and while this was under consideration, revolutions meanwhile occurring in Dominica, a change in our Government occurred by Johnson's exit from office and Grant's inauguration. By this time it is claimed that an annexation party had sprung up in Dominica. Instead of being so hostile to territorial cessions that even the bay and peninsula could not possibly be alienated, it is claimed that the mass of the population, as well as the rulers, became anxious to transfer themselves bodily, bag and baggage, to our supreme control. It must be confessed that this change of sentiment seems suspiciously sudden, but Grant has sent several agents down to see about it, and they have reported everything all right. The Senate of the United States, however, practically adopted a different conclusion when they rejected the treaty negotiated by Babcock for the annexation of the whole Dominican portion of the island; and now, since in face of its rejection the present effort to annex by an act of Congress is being made under the auspices of the administration, we shall soon have not only the President and his commissioners, but a host of Congressional debaters telling what they know about Dominica, and the abundance of their comments will probably lead to a disclosure of the whole truth, as well as to an animated discussion of all the controverted points involved. Prominent among the latter are the desirability of the territory to us, the willingness of the Dominicans to yield it, the extent of their debt, and the nature of their complications with Hayti and other powers. Sumner contends that the project involves a bloody lawsuit; Grant claims that it is a grand speculation.

THE LUXEMBOURG PALACE.

A cable despatch announces as one of the results of the bombardment of Paris that the works of art in the Luxembourg palace and its museum have been destroyed. This statement must be taken with many grains of allowance, as it is understood that all the portable works of art in the various palaces and museums of Paris were long since removed to places of safety, and even if the Luxembourg palace has been penetrated by the Prussian shells, it is scarcely probable that all its art treasures have as yet been destroyed. Even if the palace should be made a ruin, with all its contents, the loss will not be so great as if some of the other palaces of Paris were the sufferers, as the paintings in the Luxembourg are by modern artists, and few of them are of equal value with those deposited in other places.

The Luxembourg is situated south of the Louvre, on the other side of the river Seine. It was built by Marie de Medicis, and it was bequeathed by her to her second son, the Duke of Orleans, from whom it was called the Palais d'Orleans. It subsequently passed into the hands of a number of lordly owners, and at the breaking out of the revolution of 1791 it was occupied by the brother of the king who afterwards became Louis XVIII. The Directory held its sittings there, and it was afterwards occupied by the Consul and the Senate. In 1848 it was tenanted by Louis Blanc, who held his socialist meetings in it. The palace is in the form of a regular square. In the centre of the facade of the Rue de Tournon is a pavilion, capped by a cupola and embellished with statues. The front towards the gardens presents three principal buildings connected by two galleries, one of which was used as a museum for the exhibition of the work of living artists. The Senate of the late Empire held its sessions in the Salle du Senat, a semicircular hall of ninety feet in diameter, the ceilings of which are decorated with allegorical pictures of Patriotism, Wisdom, Justice, and Law. The Salle du Trone is a magnificent saloon, covered with sculptures and gilding. The most important pictures in this hall are "Napoleon I at the Invalides;" "Napoleon I inspecting the forty flags taken at Austerlitz;" "The Return of the Pope to Rome in 1849;" "Napoleon III visiting the new Louvre," and "The Distribution of the Eagles in the Champ de Mars in 1852." These paintings are by Hesse. The Cabinet de l'Empereur, which adjoined the Salle du Trone, contains several good paintings, the principal of which are portraits of the ex-Emperor and Empress; "Napoleon I signing the Peace of Campo Formio," and "Napoleon III returning from St. Cloud. The library of the palace, which is very complete, contains about 40,000 volumes. The bedchamber of Marie de Medicis, a splendidly-furnished apartment, contains some valuable works by Rubens, Poussin, and Philippe de Champagne. The chapel of the palace is small but richly decorated and contains some fine paintings, conspicuous among which is an altar piece by an American artist, Mr. Simon White, the subject being the "Adoration of the Shepherds." The Museum or Gallery of Modern Art was founded by Marie de Medicis, and formerly contained twenty-five pictures by Rubens, which have been removed to the Louvre. These were allegorical representations of the history of that queen. This gallery now contains a number of the best works of living French artists which were purchased by the Government, after each annual exhibition under the selection of a jury of the members of the Institute. The ceiling of the grand gallery is ornamented with thirteen paintings, the centre one, entitled "The Dawn of Day," being the work of Antoine Francois Callet. The others were executed by Jordaens, the pupil of Rubens, and represent the signs of the zodiac. This gallery contains many great paintings by Horace Vernet, Le Suis, Granet, Doveria, Eugene Delacroix, C. L. Muller, Rosa Bonheur, Gudin, Ingres, Gerome, and other brilliant representatives of the French school of art.

This description of the Luxembourg palace and its art treasures of course represents it as it was previous to the breaking out of the present war and the downfall of the Empire. There is reason to believe that some of the paintings in which the two Napoleons were glorified were destroyed by the people of Paris themselves, and it is to be hoped that as many of the other works of art as were movable have been placed out of the reach of the Prussian shells. The ceiling and wall paintings, however, and the numerous decorations of the palace must have suffered, if the statement in the cable despatch alluded to is correct, and there is really great reason to fear that irreparable injury has been done to a beautiful building which was both a historical and artistic monument of the greatest interest. If the Luxembourg palace has been reached by shells, there is much to fear that the Louvre and the Tuileries will next suffer, unless a surrender puts an end to the bombardment.

We were unfortunately among those who imagined that Mr. Dechert, notwithstanding the fact that he is a Democrat, would as a member of the Legislature set an example of honorable and fair dealing that would make his attendance at Harrisburg a matter for congratulation with right-thinking men of all parties. Mr. Dechert, however, disappointed his best friends by nominating Ahern for the important position of Sergeant-at-Arms of the Senate; and yesterday he did a thing that it is impossible to imagine a man with any self-respect could do. Mr. Dechert's seat was contested, and in order to prevent the subject from being discussed in the usual manner, it was proposed to refer it to a special committee of five Democrats and two Republicans, before whom it was certain that Mr. Dechert's opponent would have no chance whatever of a fair hearing. The question of reference to this partisan committee was decided by Mr. Dechert's vote. In other words, he voted himself entitled to his seat in defiance of any evidence that might be brought forward to support the claims of Mr. Lyndall. With regard to the merits of the contest for the seat from the First Senatorial district we have nothing to say at present, but Mr. Dechert has disgraced himself in the eyes of all honorable men by voting in his own case, and deciding that case in his own favor. In a similar instance to this in the Senate of the United States, another Democrat, Mr. Stockton, of New Jersey, attempted the same trick, but he had the grace to be ashamed of himself, and, upon a final vote, very properly declined to disgrace himself by going upon the record as a judge of his own cause. Mr. Dechert's performance yesterday was not a very happy augury for the future of his career as a legislator; and if he does not blush for himself, we can assure him that all his friends in this city whose good opinion is worth having blush for him.

The Chinese in California.—A recent examination of the Custom House records at San Francisco shows that in the three years from the first of January, 1862, to the first of January, 1865, 13,275 Chinese arrived at that port; 78 of these were females, the other sex being divided as follows:—11,417 laborers, 291 mechanics, 163 merchants, 144 carpenters, 123 shoemakers, 97 grocers, 85 tanners, 65 miners, 13 tailors, 4 travellers, 1 physician, 1 interpreter and 447 occupation unknown. In 1865 the arrivals at the same port were 2201, divided as follows:—2564 laborers, 186 merchants, 58 carpenters, 55 grocers, 27 shoemakers, 5 farmers, and 5 mechanics, all males except two. In 1866 the arrivals numbered 2156 males and one female. In 1867 there arrived 3788 males and 27 females; in 1868, 9863 males and 163 females; in 1869, 12,830 males and 1542 females; and in the first nine months of the past year, 3253 males and 633 females. From January 1, 1862, to September 1, 1870, there departed from San Francisco for China 18,994 Chinese. Deducting the departures from the arrivals, it will be seen that there are not over 18,000 Celestials in the whole country, for it must be borne in mind that nearly all come by the Pacific route, and first touch American soil at San Francisco. That city, too, retains the largest share of them, the census returns showing a Chinese population of 11,817, 9777 of whom are males and 2040 females; 877 males and 271 females are under 15 years of age, and 109 males and 131 females were born in California.

The Short Line to China and Japan.—Wilkeson, in his "Notes on Puget Sound," says:—"The economy of the shorter line from Asiatic ports to Puget Sound will give to Puget Sound the commerce of transshipment from China and Japan. But the Northern Pacific Road will not take the transcontinental commerce between Asia and Europe unless its line is shorter in time and cheaper in freight charges than the Union Pacific. The time is not far off when the saving of one day in the circuit of the globe will be deemed of importance. In railroading distance governs. The shortness of the degrees of longitude under the route of the Northern Pacific Road gives this line an advantage over all those south of it which cannot be overcome or even resisted. If this advantage shall be thrown away in the location of the road, controlling empire in commerce and boundless wealth will be thrown away."

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Protection
to
Buyers of Clothing,
Bennett & Co.,
Tower Hall,
No. 518 Market St.,
Half-way Between Fifth and Sixth Sts.,
Will Sell Lower
than any one else,
or
Will Refund the Money
and
Take Back the Goods
if
Dissatisfied.
Call and see Before Purchasing.

Headache, Languor, and Melancholy generally spring from a disordered stomach, costiveness, or a torpid liver. Each may readily be removed by Dr. D. Jayne's Sanative Pills, a few doses of which will be found to stimulate the liver and stomach to healthy action, removing all biliousness, and producing regular evacuations of the bowels. Sold by all druggists.

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A BIG STOCK OPERATION.

Our Big Stock is Going Off!

ALL THE WINTER GOODS MUST BE CLOSED OUT.

WE HOLD NO STOCK OVER.

The public can have all our remaining winter garments at an

AWFUL REDUCTION.

Boys can now find every required description of Winter Apparel at

Lower Rates than Ever.

Business Men can be accommodated with Business Suits at

Strangely Low Prices.

For the house, the street, the store, the church, the wedding, the opera, the social festivity, or any other occasion, the

WINTER STOCK

Now so rapidly moving off from the counters of the GREAT BROWN HALL affords opportunity for the most wonderful bargains.

All our Winter Stock
Must make way
For the coming Spring Stock,
Come and see it GO!

ROCKHILL & WILSON
GREAT BROWN HALL,
603 and 605 CHESNUT STREET,
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HABILLEMENTS
No. 824 CHESTNUT ST.
CHARLES STOKES & Co.
UNDER THE CONTINENTAL HOTEL
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TAILORS.

Evening Dress Suits.

Military and Naval Uniforms.

PIANOS.

GEORGE STECK & CO.'S PIANOS,

GRAND, SQUARE AND UPRIGHT.

HAINES BROS.' PIANOS,
BRADBURY'S PIANOS,
MASON AND HAMLIN'S CABINET ORGANS,
An Elegant Stock at Greatly Reduced Prices.

COULD & FISCHER,
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STEINWAY & SONS'
Grand Square and Upright Pianos.

Special attention is called to their new
Patent Upright Pianos,
With Double Iron Frame, Patent Resonator, Tubular Metal Frame Action, etc., which are matchless in Tone and Touch, and unrivalled in durability.

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WAREROOMS,
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IMMENSE SACRIFICE
IN
LADIES' FANCY FURS!

In order to close out in the shortest possible time my large and elegant assortment of

Fashionable Furs,

Preparatory to removal, I have decided to make such

A Reduction in the Prices
AS TO
UTTERLY DEFY COMPETITION.

COME ONE! COME ALL!!

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12 15thstuf No. 830 ARCH Street.

WASHINGTON COLLEGE,
VIRGINIA,

GENERAL G. W. CUSTIS LEE, PRESIDENT,
WITH FOURTEEN PROFESSORS.

The Spring Term of the present season begins on the
FIRST OF FEBRUARY.

The rearrangement of classes then made enables students to enter the several schools with advantage. Students entering at this time pay only half fees.

All the ACADEMIC SCHOOLS of the College, as well as the Professional Schools of LAW and ENGINEERING, are in full operation.

For further information, address
WILLIAM DOLD,
Clerk of Faculty, Lexington, Va.
January 1, 1871. 1 17 6w

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HOCK WINES.

Just received from the house of D. LEIDEN, COLOGNE, on the Rhine, an invoice of

HOCK WINES,
Consisting of
JOHANNISBERG,
MARKOBRUNNER,
STEINWEIN,
LIEBFRAUMILCH,
and NIERSTEINER,
VINTAGES OF 1862 and 1865.

For sale by
JOSEPH F. TOBIAS & CO.,
Nos. 206 and 208 SOUTH FRONT ST.,
1 14 12t PHILADELPHIA.

JEWELRY AND SILVERWARE.

1124.
SILVERWARE.

ARE NOW OPENING AN
ELEGANT ASSORTMENT
OF
Sterling Silver Ware
In Plain and Fancy Designs.

ROBBINS, CLARK & BIDDLE,
No. 1124 CHESNUT Street,
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GLASS AND QUEENSWARE.

$200,000
WORTH OF
CHINA, GLASS and EARTHENWARE
TO BE CLOSED OUT, REGARDLESS OF COST.

Gay's China Palace,
No. 1012 CHESNUT STREET,

Are obliged to close out their immense stock, in consequence of the building they occupy having been sold at Sheriff's sale, which breaks their lease. The entire stock must be closed out by the 1st of April, as they are obliged to vacate the premises by that time. Below we quote prices of a few leading staple goods. Fancy goods are at a still greater discount from former prices.

White French China Dining Sets, 150 pieces	$30 00
White French China Dining Sets, 113 pieces	21 50
White French China Tea Sets, 44 pieces	7 00
White French China Tea Sets, 46 pieces	8 00
White French China Cups and Saucers, per set 12 pieces (cups with handles)	1 00
Stone China Dining Sets, 96 pieces	9 50
Stone China Tea Sets (cups with handles) 44 ps	3 50
Stone China Tea Sets (cups with handles) 46 ps	4 00
Stone China Chamber Sets	2 50
Stone China Cups and Saucers, per set 12 pieces	50
Stone China Dining Plates, per dozen	1 00
Table Tumblers, per dozen	50
Table Goblets, per dozen	75
Glass Tea Sets (4 articles)	75
Bohemian Cologne Sets, 2 Bottles and Puff Box	90
Bohemian Liquor Sets, 6 Glasses, Waiter and Bottle	90

An endless variety of Fancy Goods, suitable for Holiday Presents, at an immense reduction from former prices.

Goods to go out of the city will be packed and delivered to transportation office free of charge, and insured against breakage to destination.

SHOW ROOMS OPEN TILL 9 O'CLOCK AT NIGHT.

STORE FIXTURES FOR SALE. 1 13 stuthim

GLOVES, ETC.

500 DOZEN
LADIES', GENTLEMEN'S, AND CHILDREN'S GLOVES.

"La Belle" Kid Gloves, $1 25 per pair.
"Bartley" Kid Gloves reduced to $1 85.
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Ladies' Cloth Gloves, 25, 31, 38, 44, 50 to 75c.
Gents' Cloth Gloves, 44, 50, 65 to 75c.
Ladies' Castor Gauntlets, $1 25.
Gents' Underwear, closing out.
Ladies' Underwear, 75, $1, $1 25 up.
A lot slightly soiled Kid Gloves of all brands and all sizes, at 75c. per pair, to close out quick, at

BARTHOLOMEWS'
Great Kid Glove Emporium,
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PATENT SOFA BED.

In consequence of certain parties representing that their Sofa Beds and Lounges are of my patent, I beg leave to inform the public that my Sofa Bed is for sale only at MOORE & CAMPION'S and ALLEN & BROTHER'S, and at the Manufactory, No. 230 South SECOND Street

This novel invention is not in the least complicated, having no cords or ropes to pull in order to regulate, or props to keep it up when in the form of a bedstead, which are all very unsafe and liable to get out of repair. The bedstead is formed by turning out the ends, or closing them when the Sofa is wanted.

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COPARTNERSHIPS.

Office of Philadelphia Sugar House, Delaware Avenue and Noble Street, Harris, Heyl & Co.
Philadelphia, December 31, 1870.

The partnership heretofore existing between HARRIS, HEYL & CO. expires this day by limitation and the death of Wharton E. Harris. Either of the surviving partners sign in liquidation.
JOHN B. HEYL,
GEORGE W. GIBBONS,
Surviving Partners.

Office of Philadelphia Sugar House, Philadelphia, January 14, 1871.

The undersigned this day enter into copartnership under the firm of HEYL, GIBBONS & CO., as successors of HARRIS, HEYL & Co., and continue the business.
JOHN B. HEYL,
GEORGE W. GIBBONS,
1 16 6t EDWARD C. SMITH.

NOW READY—AN INDEX TO MITCHELL'S NEW SCHOOL ATLAS, by H. D. Gregory, A. M. Published for the author, and for sale with or without the Atlas by E. H. BUTLER & CO., 1 17 3t* No. 611 MARKET Street.

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WHEELER & WILSON
SEWING MACHINE,
For Sale on Easy Terms.
NO. 914 CHESNUT STREET.
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PRIOR TO STOCK TAKING,
February 1,
WE WILL CLOSE OUT,
Regardless of Cost,

BALANCE OF
DRESS GOODS,
PAISLEY SHAWLS,
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BLANKET SHAWLS,
HOOP SKIRTS AND CLOTH SKIRTS,
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We offer Special Bargains in BLACK SILKS, upon which our customers can now save from 25 cents to 50 cents on the yard.

JOSEPH H. THORNLEY,
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POPULAR PRICES
FOR
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STRICTLY ONE PRICE.

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SEWING MACHINES.

THE AMERICAN
Combination Button-Hole
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Is now admitted to be far superior to all others as a Family Machine. The SIMPLICITY, EASE, and CERTAINTY with which it operates, as well as the uniform excellence of its work, throughout the entire range of sewing, in

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Place it unquestionably far in advance of any other similar invention.

This is the only new family machine that embodies any Substantial Improvement upon the many old machines in the market.

It Certainly has no Equal.

It is also admirably adapted to manufacturing purposes on all kinds of fabrics.

Call and see it operate, and get samples of the work.

We have also for sale our "PLAIN AMERICAN," a beautiful family machine, at a Reduced Price. This machine does all that is done on the Combination except the Overseaming and Button-hole work.

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Spring Horses,
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BOYS' SLEDS, WAGONS,
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DREXEL & CO.,
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MUSICAL AND DRAMATIC.

"The Wife" at the Chesnut.

There is not one of James Sheridan Knowles' dramas that does not bear the impress of genius, and his best works have very few superiors among the plays that keep possession of the stage. Among the best is the very beautiful drama of *The Wife*, which was played last night, amid much applause, at the Chesnut; for, although it is not equal to *The Hunchback*, it possesses remarkable merits and belongs to a class of works the writing of which almost appears to be a lost art. Knowles' admiration for the Elizabethan dramatists often led him into the error of attempting an imitation of their literary style. Imitations by an immutable law of art are invariably inferior to their originals, and the language of Knowles' plays is frequently forced and marked by such violent involutions as to make them exceedingly difficult for the actors to study, while some of his scenes, particularly his comic ones, are scarcely more than burlesques of Shakespeare's style. Knowles, however, was a man of real ability, and he was, moreover, a thoroughly conscientious worker. His very faults grew out of an earnest desire to produce really good work, and his plays, with all their faults, are indisputably the best that have been produced during the present century by any English writer. The plot of *The Wife* is sufficiently removed from the probabilities of every-day life to lift it into the region of romance, and as it is poetical in its conception so is it admirable in dramatic treatment. Although not acted as frequently as some other plays, it is deservedly a favorite both with the actors and the public, and when it is well acted it is most excellent entertainment.

We are pleased at being able to bestow very hearty praise upon the performance of this play at the Chesnut last evening. All the leading characters were well represented, and the occasion was made additionally interesting by the appearance of Mrs. E. L. Davenport in the *role* of "Mariana." This lady has not played in this city for a number of years, but she is well remembered by many of our citizens as an actress of great merit, and she proved conclusively last evening that she has during her retirement lost none of her powers. Her "Mariana" was a chaste, beautiful, and most affecting performance. It commenced upon a low key and increased in intensity and force as the drama progressed, every scene and every point being elaborated with a fine art that could only proceed from thorough culture as well as great natural abilities. It was impressive without being disfigured by any straining for mere effect, the actress being so sure of her powers, and her artistic method so true, that she was able to give an air of vivid reality to the different scenes without the apparent consciousness of an effort.

Mr. Davenport's personation of "Julian St. Pierre" was also a most admirable piece of acting. It was true to nature and to poetry, and it realized the true end and aim of high dramatic art by making the audience forget the actor in the part he is representing. Mr. Davenport and his wife are artists of the same school, and we say unhesitatingly that it is the best school with which the public of the present day are acquainted, and our play-goers may expect to see a series of entertainments at the Chesnut during the present season, with Mr. and Mrs. Davenport at the head of a company that contains some fine talent, that will most certainly be enjoyed and remembered with pleasure. The other parts in the play last evening were for the most part well represented, Mr. Thorne giving an earnest and spirited personation of "Leonardo Gonzales," and Mr. Nagle an effective but somewhat exaggerated filling out of the character of "Ferrardo Gonzales." This last-named gentleman has fine talents, and he will make a first-rate "heavy" man when he gets rid of a disposition for mere melodramatic acting and acquires a refinement of style that he does not now possess, and which he cannot acquire better or quicker than by taking a few lessons of his manager, than whom no actor upon the stage understands better the distinction between exaggeration and real force.

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AT

Extraordinarily Low Prices,

AT

WANAMAKER & BROWN'S

OAK HALL,

SIXTH AND MARKET STREETS.

To clear counters for the reception of SPRING GOODS, we will continue to sell at the very Low Prices which we have marked on all our WINTER CLOTHING until the stock is entirely disposed of. We assure the public that all our goods are of OUR OWN VERY BEST MAKE, while our prices for everything are

FAR BELOW THE RATE CHARGED FOR ONLY ORDINARY READY-MADE CLOTHING.

Those who favor Oak Hall with a visit will NOT BE DISAPPOINTED.

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POPULAR CLOTHING HOUSE,

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STORE No. 836 CHESNUT STREET, UNDER CONTINENTAL HOTEL.

Elegant Fixtures for sale, including Marble Counters, large Mirrors, etc.

Immediate possession. 12 15 tf

TO LET, SOON, NEW HOUSE, NO. 726 N. SIXTH Street, on Girard Estate. Two bathrooms, stationary wash-tubs, speaking tube, etc. 1 17 3t*

TO LET—DESIRABLE STORE NO. 216 Chesnut street, on favorable terms. Apply to ALFRED G. BAKER, 1 14 10t* No. 435 CHESNUT Street.

ESTABLISHED 1809.

Choice White Almeria Grapes,

In one-eighth kegs—own importation.

CHOICE QUALITY OF LADY APPLES,

PRIME HAVANA ORANGES, NEW ALMONDS RAISINS, WALNUTS, FIGS, PECAN NUTS, Etc. Etc.

COUSTY'S East End Grocery,

No. 118 South SECOND St.,

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FIFTH EDITION

THE LATEST NEWS.

The Missouri Democracy

Blair on Reconstruction

Latest from Europe.

The Defeat of Chanzy.

Despatch from King William.

Etc., Etc., Etc., Etc., Etc

FROM EUROPE.

Results of the Recent Battles—Despatch from King William.

LONDON, Jan. 17—12:30 A. M.—King William telegraphs to Queen Augusta from Versailles, on January 16, that the number of prisoners captured in and since the battles of Le Mans has increased to fully 20,000. Four locomotives and four hundred wagons are among the spoils.

Skirmish at Briare.

A despatch from Versailles says a German detachment was attacked at Briare on January 14th by a superior French force, but succeeded in escaping by cutting its way through the enemy's lines.

Chanzy's Army.

Advices from Laval to January 16 state that the army of Chanzy has retreated in excellent order, and reached its new positions on the 14th instant.

Fifty thousand French troops left Cherbourg to reinforce Chanzy, and others are to be sent at once.

FROM THE WEST.

Speech of General Frank Blair upon Reconstruction.

ST. LOUIS, Jan. 17.—On Friday last a resolution was introduced in the lower house of the Legislature by Major Pope, of St. Louis, endorsing the thirteenth, fourteenth, and fifteenth amendments to the Federal Constitution and the policy of the General Government, and favoring the payment of the State and National indebtedness according to several contracts upon which the indebtedness is based. The resolution was debated during the morning hour on Friday and Saturday and continued yesterday.

It had been stated that the resolution was introduced to force General Blair if possible to sustain his position taken in his famous letter to Colonel Brodhead, in 1868, and upon which he was nominated in the National Democratic Convention or to recede from it.

Yesterday Gen. Blair, on a motion to refer Major Pope's resolution to the Committee on Federal Relations, of which Blair is chairman, spoke to the question, stating that he was in favor of the fifteenth amendment and believed the South generally assented to it, but the reconstruction acts he declared unconstitutional, and referred to the decision of the Supreme Court in the case of Cumminga against the State of Missouri; also to the case of Milligan and Bowles, who were tried by a military commission in Indiana during the war.

Referring to his letter to Colonel Brodhead, he used the following language:—

"Had sir, my letter which has been referred to the contents that the military should be made to undo their usurpations at the South, I say so still, and you have only to withdraw them from the South, and their work will be undone. (Applause.) That carrion crew of carpet-baggers, who are gorged upon the plunder and drunk with the blood of the vanquished people of the South, will disperse themselves in an instant if not sustained by the bayonets of the Federal Government. There is no item in that letter that I take back. I stand by it.

"I believe in the construction given to the Constitution of the United States by the Supreme Court, that this reconstruction was unconstitutional. My hope in going to Congress, if I should attain that high position, is that I may aid in withdrawing the troops from those Southern States, which are held there to saddle upon the backs of that people a parcel of carpet-baggers and scalawags, followed by an ignorant mass of negroes, and if the people of the South, who have shown a disposition to abide in good faith by the arbitrament of arms, renew their allegiance to the Government, they will be allowed to resume self-government among themselves, as we have done in Missouri, and whilst I may not expect to carry with me the gentleman from St. Louis, I believe that we can surely and certainly count upon the co-operation of the large body of liberal men who assisted us in relieving ourselves from a similar tyranny in the State of Missouri."

The speech concluded with a rather savage assault upon John B. Henderson, a portion of whose career during the early part of the war is not very delicately handled. He forgives all past misdeeds of the gentleman, however, for the position he took in the impeachment trial of Andy Johnson.

CITY ITEMS.

GET THE GENUINE ARTICLE.—The great popularity of "*Wilbor's Compound of Cod Liver Oil and Lime*" has induced some unprincipled persons to attempt to palm off a simple article of their own manufacture; but any person who is suffering from Coughs, Colds, or Consumption should be careful where they purchase this article. It requires no puffing; the results following its use are its best recommendations, and the proprietor has ample evidence on file of its extraordinary success in pulmonary complaints. The phosphate of lime possesses a most marvelous healing power, as combined with the pure Cod Liver Oil by Dr. Wilbor. This medicine is regularly prescribed by the medical faculty. For sale by A. B. WILSON, Chemist, No. 166 Court street, Boston.

BOYS,
Boys,
Boys.

We are selling for $5 Boys' Overcoats that far surpass anything ever offered for the price. Examine them at ROCKHILL & WILSON'S Great Brown Stone Hall, Nos. 603 and 605 CHESNUT street.

N. B.—Our $10, $12, and $15 suits are going off by the thousands.

WHITCOMB'S ASTHMA REMEDY—Sure cure.

IF THE BABY IS CUTTING TEETH, use that old and well-tried remedy, MRS. WINSLOW'S SOOTHING SYRUP, which greatly facilitates the process, and is sure to regulate the bowels. It relieves the child from pain, corrects acidity and wind colic, and, by giving the infant quiet, natural sleep, gives rest to the mother.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

BEDDING, best in the city, lowest price, and guaranteed, by ALLEBRSON & Co., No. 1435 Chesnut street.

WITHOUT SPOT OR SEDIMENT.—Phalon's Vitalia, or Salvation for the Hair, has no bad smell and does not stain the skin. It has no ingredient that subsides in the form of filthy sediment. Consequently, it is not shrouded in darkened bottles. The natural color of the hair, however completely it may have faded out, is invariably reproduced by the Vitalia. Sold by all druggists.

GREEN GUM PLASTERS,
THE ONLY ONES which effectually will CURE CORNS and BUNIONS, are manufactured by
G. KRAUSE, Apothecary,
N. W. cor. Twelfth and Chesnut Streets.

BURNETT'S FLORIMEL—An exquisite perfume.

DIED.

BECK.—On the 15th instant, CHARLES BECK, son of Charles and Hannah Beck, and grandson of Henry and Barbara Hutton, aged 16 months and 9 days.

His relatives and friends of the family are respectfully invited to attend his funeral, from the residence of his parents, No. 509 Mifflin street, on Wednesday afternoon, at 1 o'clock. To proceed to Mount Moriah.

CLAY.—On the 17th instant, ALFRED LAUSSAT CLAY, infant son of Alfred L. and Helen F. Clay, aged 8 months.

COLWELL.—On Sunday evening, 15th instant, Mr. STEPHEN COLWELL, in the 71st year of his age.

His friends and the friends of the family are invited to attend the funeral, from his late residence, No. 1519 Locust street, on Wednesday afternoon, at 2 o'clock.

MAGEE.—On the 14th instant, JAMES MAGEE, in the 67th year of his age.

The relatives and friends of the family are respectfully invited to attend his funeral, from his late residence, No. 802 Bainbridge street, on Wednesday morning, at 8½ o'clock.

RAMLER.—On the 14th instant, ELIZABETH RAMLER, in the 56th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her son-in-law, C. Amley, No. 2228 North Seventh street, on Wednesday afternoon, at 2 o'clock. To proceed to Monument Cemetery.

STEVENS.—On the 14th instant, EDITH, daughter of Rev. Theodore and Mollie Stevens, aged 2 years and 1 month.

The relatives and friends are respectfully invited to attend the funeral, from the parents' residence, No. 1022 Poplar street, on Wednesday, 18th instant, at 1 o'clock. To proceed to Mount Moriah Cemetery.

SPECIAL NOTICES.

For additional Special Notices see Inside Pages.

☞ MERCHANTS, HAVE YOUR LETTER-HEADS, Statements, etc., printed by the new process at HELFENSTEIN & LEWIS', FIFTH and CHESNUT. 1t

☞ DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street.

Patients treated gratuitously at this institution daily at 11 o'clock. 1 14

☞ THE BIBLE VINDICATED.

REV. J. P. THOMPSON, D. D.,

will deliver the Second of the Lectures in Vindication of the Bible in

CONCERT HALL,

This (Tuesday) EVENING, Jan. 17, at 8 o'clock.

Subject—"Unity of the Bible."

Dr. Thompson's eminence as a scholar, a theologian, and the Pastor of the Tabernacle Church, New York, insures a masterly treatment of his very important theme.

Dr. WILLIAM ADAMS will deliver the third lecture in the Course, FRIDAY EVENING, Jan. 20, on "The Advantage of a Written Revelation."

Tickets, 50 cents. Reserved Seats may be secured without extra charge at Gould & Fischer's Piano Rooms, No. 925 Chesnut street. 1t*

☞ PENN NATIONAL BANK.
PHILADELPHIA, Jan. 16, 1871.

At an election held on the 10th inst., the following-named gentlemen were elected Directors for the ensuing year:—

Elijah Dallett,	Gillies Dallett,
William C. Ludwig,	John P. Steiner,
Samuel Bispham,	Thomas P. Stotesbury,
William P. Sharpless,	Joseph J. Williams.
Henry Budd,	

And at a meeting of the Board held this day, ELIJAH DALLETT, Esq., was unanimously re-elected President. GEORGE P. LOUGHEAD,
1 16 3t Cashier.

☞ CONSOLIDATION NATIONAL BANK—
PHILADELPHIA, Jan. 14, 1871.

At a meeting of the Stockholders of this Bank, held on the 10th inst., the following gentlemen were elected Directors to serve the ensuing term:—

James V. Watson,	Ludlam Matthews,
John H. Bringhurst,	Seneca T. Malone,
Henry Croskey,	Robert Shoemaker,
Joseph H. Collins,	Robert E. Taylor,
Edwin A. Landell,	John W. Thomas,
Amos R. Little,	Joseph B. Van Dusen,
John P. Verree.	

And at a meeting of the Directors, held this day, JAMES V. WATSON, Esq., was unanimously re-elected President.

WILLIAM H. WEBB,
1 14 3t Cashier.

☞ THE COMMERCIAL NATIONAL BANK OF PENNSYLVANIA.
PHILADELPHIA, January 16, 1871.

At the annual election held on the 11th inst., the following named Stockholders were elected Directors of this Bank, viz.:—

James L. Claghorn,	Charles D. Reed,
Samuel Baugh,	P. Jenks Smith,
Alfred G. Baker,	Joseph Wm. Bates,
Joshua Lippincott,	William Weightman,
George Fales,	James S. Martin,
Archibald Cambell,	George B. Newton.
John Sellers, Jr.,	

And at a meeting of the Board held this day, JAMES L. CLAGHORN, Esq., was unanimously re-elected President S. C. PALMER,
1 16 3t Cashier.

☞ NATIONAL BANK OF THE REPUBLIC.
PHILADELPHIA, Jan. 13, 1871.

At the annual election held on January 10, the following named gentlemen were duly elected Directors to serve for the ensuing year:—

WILLIAM H. RHAWN,
J. BARLOW MOORHEAD,
WILLIAM HACKER,
CHARLES L. SHARPLESS,
WILLIAM B. BEMENT,
NATHAN HILLES,
EDWARD B. ORNE,
JOHN WELSH, JR.,
NATHAN BROOKE,
SAMUEL A. BISPHAM,
BENJAMIN ROWLAND, JR.,
FREDERICK A. HOYT,
CHARLES T. PARRY.

And at a meeting of the Board held this day, WILLIAM H. RHAWN, Esq., was unanimously re-elected President.

JOSEPH P. MUMFORD,
1 14 stuth6t Cashier.

☞ THE FIDELITY INSURANCE, TRUST, AND SAFE DEPOSIT COMPANY,
PHILADELPHIA, Jan. 16, 1871.

Detailed Statement of the Assets of this Company, published in accordance with the sixth section of the act of Assembly of April 7, 1842.

Mortgages, being the first lien on Real Estate in the city of Philadelphia	$501,358 01
Camden and Amboy RR. 6 per cent mortgage bonds	100,000 00
Pennsylvania RR. 6 per cent. mortgage bonds	100,000 00
Philadelphia and Reading RR. 7 per cent. bonds	32,000 00
Lehigh C. & Nav. 6 per cent. mtg. bonds.	90,000 00
Louisville and Nashville RR. 7 per cent. mortgage bonds	76,000 00
Wilkesbarre Coal and Iron Co. 7 per cent. mortgage bonds	1,000 00
Philadelphia City Warrants	6,560 27
Missouri State 6 per cent. Loans	75,000 00
Time Loans, secured by collaterals	1,795,291 67
Demand Loans, secured by collaterals	1,038,646 00
Real Estate, No. 327 Chesnut street	35,000 00
Real Estate, Nos. 329 and 331 Chesnut street, with vaults and safes, etc	246,438 79
Cash on hand January 16	243,814 01
	$4,364,808 75

N. B BROWNE, President.
ROBERT PATTERSON,
Secretary and Treasurer. 1 17 3t

☞ A MEETING OF THE CONTRIBUTING MEMBERS OF THE YOUNG MEN'S HOME of Philadelphia will be held at No. 409 WALNUT Street, on THURSDAY, the 2d of February next, at 11 o'clock A. M. SAMUEL ASHHURST,
Secretary pro tem.
Philadelphia, Jan. 16, 1871. 1 17 14t

FOR SALE.

FOR SALE—DESIRABLE WEST PHILADELPHIA HOUSE; No. 4006 Chesnut street; a three-story brown-stone front; complete with modern conveniences; bay window, etc.; lot, 20 feet front by 125 feet deep. Apply to
1 14 7t* J. CLAYTON, No. 717 WALNUT Street.

FOR SALE—VERY DESIRABLE MEDIUM sized House No. 2007 WALNUT Street. Back Buildings, all modern improvements, in perfect order; with or without furniture. [1 11 10t*
F. KINGSTON McCAY, No. 429 WALNUT St.

GAS FIXTURES.

CORNELIUS & SONS,

MANUFACTURERS

OF

GAS FIXTURES

Wholesale and Retail

Salesrooms,

No. 821 CHERRY Street

PHILADELPHIA.

We have no store or salesroom on Chesnut street.

1 16 2m5p CORNELIUS & SONS

INSURANCE.

INSURANCE COMPANY

OF

NORTH AMERICA.

JANUARY 1, 1871.

Incorporated 1794. Charter Perpetual.

Capital, - - $500,000

Assets, - - $3,050,536

Losses paid since organization, - $23,500,000

Statement of the Assets.

Mortgages.

$874,950. All of which are first mortgages on City Property	$834,950 00

Loan Bonds.

301,100 United States Government Loans	325,932 50
161,000 Pennsylvania State Loans	169,310 00
50,000 New Jersey State Sixes	51,000 00
10,000 Delaware State Sixes	9,000 00
70,000 Connecticut State Sixes	70,000 00
200,000 Philadelphia City Loans	200,000 00
21,000 Cincinnati City Bonds	18,900 00
25,000 Cleveland City Bonds	23,750 00
2,000 Williamsport City Bonds	2,460 00
15,000 Dayton City Bonds	15,000 00
15,000 Pittsburg City Bonds	15,000 00
15,000 Columbus City Bonds	15,000 00
6,000 Bellefonte Borough Bonds	5,400 00
40,000 North Pennsylvania Railroad Co.'s Bonds, 1864	36,200 00
5,000 North Pennsylvania Railroad Co.'s 7 per cent. Coupon Bonds	4,650 00
40,000 Pennsylvania Railroad Co.'s Bonds, First Mortgage	40,000 00
10,000 Delaware Railroad Co.'s Mortgage Loan	9,500 00
50,000 Lehigh Valley Railroad Co.'s Mortgage Bonds	47,500 00
70,000 Philadelphia and Reading Railroad Co.'s 7 per cent. Coupon Bonds	73,150 00
15,000 Western Pennsylvania Railroad Co.'s First Mortgage Bonds	12,750 00
41,000 Lehigh Coal and Navigation Co.'s Loans	33,980 00
37,000 Ches. and Del. Canal Co.'s Con. Mortgage Loan, 1886	35,150 00
20,000 Schuylkill Navigation Co.'s Con. Mortgage Loan	14,400 00
15,000 Delaware Division Canal Co.'s Loan	12,750 00
40,000 Del. and Rar. Canal and Camden and Amboy Railroad and Tr. Co.	33,700 00
Sundry Stocks and Loans	6,514 50

Stocks.

222 Shares Philadelphia, Germantown, and Norristown Railroad Co	21,900 00
239 Shares Philadelphia, Wilmington, and Baltimore Railroad Co	11,950 00
100 Shares Philadelphia Bank	15,700 00
223 " Chesapeake and Delaware Canal Co	8,436 00
100 Shares North Pennsylvania Railroad Co	4,500 00

Miscellaneous.

Cash in Bank and Office (currency)	211,517 55
" " " (gold) $53,299 62	
Premium thereon 6,320 96	
	69,530 58
Loans on Collateral Security	31,433 74
Notes Receivable and Marine Premiums unsettled	433,419 96
Accrued Interest and Book Accounts, all good	33,543 85
Premiums in course of transmission	50,656 72
Real Estate—Office of the company (Philadelphia)	30,000 00
Total Assets, Jan. 1, 1871	**$3,050,536 61**

ARTHUR G. COFFIN, President.

CHAS. PLATT, Vice-President.

MATTHIAS MARIS, Secretary.

C. H. REEVES, Assistant Secretary.

DIRECTORS.

Arthur G. Coffin,	Francis R. Cope.
Samuel W. Jones,	Edw. H. Trotter,
John A. Brown,	Edward S. Clarke,
Charles Taylor,	T. Charlton Henry,
Ambrose White,	Alfred D. Jessup,
William Welsh,	Louis C. Madeira,
John Mason,	Charles W. Cushman,
George L. Harrison,	Clement A. Griscom,
William Brockie.	

[1 10 tuths10trp

ANTHRACITE COAL, PER TON OF 2240 POUNDS, DELIVERED.
LEHIGH—Furnace, $7 75; Stove, $8; Nut, $7.
SCHUYLKILL—Furnace, $7; Stove, $7 25; Nut, $6 75.
EASTWICK & BROTHER,
Yard, corner TWENTY-SECOND Street and WASHINGTON Avenue.
Office, No. 228 DOCK Street. 8 20 rp tf

INSURANCE.

UNION MUTUAL INSURANCE CO.,

N. E. Corner of THIRD and WALNUT.

Incorporated 1804.

PHILADELPHIA, Jan. 5, 1871.

THE FOLLOWING STATEMENT IS PUBLISHED IN CONFORMITY WITH A PROVISION OF THE CHARTER OF THE COMPANY:—

Amount of Marine Premiums written to January 1, 1871	$95,343 19
Amount of Marine Premiums unearned to January 1, 1870	38,584 17
Amount of Fire Premiums written to January 1, 1870	44,909 87
Amount of Fire Premiums unearned to January 1, 1870	37,237 13
	$414,019 34
EARNED PREMIUMS during the year ending as above—	
Marine Risks	$99,726 37
Fire Risks	42,846 90
Interest on Investments and Salvage	20,027 62
	$162,600 89
LOSSES AND EXPENSES, Etc., during same time:—	
Marine Losses	$79,707 20
Fire Losses	33,529 87
Reinsurances and Commissions	17,358 33
Return Premiums	6,590 91
United States and other Taxes	2,976 54
Rents, Salaries, and Expenses	12,220 00
	$152,382 07

ASSETS OF THE COMPANY, January 1, 1871:—

State of Pennsylvania 6 per cent. Bonds	$10,000 00
City of Philadelphia 6 per cent. Bonds	15,000 00
Camden and Amboy Railroad 6 per cent. Bonds, 1889	11,200 00
" " " " 1883	2,500 00
" " " Mortgage 6 per cent. 1875	17,000 00
Pennsylvania Railroad second Mortgage 6 per cent. Bonds	10,000 00
Chesapeake and Delaware Canal Bonds, 6 per cent	14,610 00
Pennsylvania Railroad first Mortgage Bonds, 6 per cent	1,000 00
Schuylkill Navigation Company 6 per cent. Bonds	10,000 00
Philadelphia and Erie Railroad 6 per cent. Bonds	10,000 00
Pennsylvania Canal 6 per cent. Bonds	11,500 00
Pittsburg Water Loan 7 per cent. Bonds	7,000 00
North Pennsylvania Railroad 6 per cent. Bonds	10,000 00
North Pennsylvania Railroad 7 per cent. Bonds	4,500 00
Lehigh Valley Railroad 6 per cent. bonds	5,000 00
100 shares Little Schuylkill Railroad	5,000 00
173 shares Pennsylvania Railroad	8,650 00
100 shares North Pennsylvania Railroad	5,000 00
48 shares Delaware Railroad	1,200 00
106 shares Pennsylvania Canal Company	5,300 00
68 shares Philadelphia National Bank	6,800 00
88 shares Farmers' and Mechanics' National Bank	8,800 00
160 shares Phœnix Insurance Company	800 00
4 shares American West India Company	400 00
20 shares Philadelphia and Southern Mail Steamship Company	5,000 00
1414 shares Union Trust Insurance Company	14,140 00
Sundry Scrip of Insurance Companies	1,000 00
Par value	$304,400 00
Market value	$188,868 25
Bills receivable	27,633 25
Sundry accounts due for Premiums	14,534 73
Cash	24,361 66
	$255,397 89

DIRECTORS.

Richard S. Smith,	John Moss,
A. E. Borie,	Lemuel Coffin,
Newberry A. Smith,	J. H. Tilge,
William C. Kent,	W. D. Winsor,
Henry Lewis,	Charles D. Reed,
J. P. Steiner,	Isaac Hough,
Edward L. Clark,	R. H. Howard,
George Lewis,	Alex. E. Fergusson,
Samuel C. Cook,	Paul Pohl, Jr.,
Charles Wheeler,	C. Heiskill,
S. Delbert,	D. W. Chambers,
Solomon Townsend.	

RICHARD S. SMITH, Pres't.
JOHN MOSS, Secretary.

JANUARY 5, 1871.

The Directors have this day declared a Dividend of SIX PER CENT. on the capital stock and outstanding scrip, free of taxes, payable on demand.
1 10 12t JOHN MOSS, Secretary.

OFFICE OF THE AMERICAN FIRE INSURANCE COMPANY,
PHILADELPHIA, Jan. —, 1871.

STATEMENT OF THE ASSETS OF "THE AMERICAN FIRE INSURANCE COMPANY," on the 31st ult., published in conformity with the act of Assembly, viz.:—

REAL ESTATE.

Nos. 308 and 310 Walnut street, Philadelphia, and lot at Schuylkill Haven, Pa.	$125,100 00
MORTGAGES.	
Being all first mortgages on property in the city of Philadelphia, except one for $2000 in Burlington county, N. J.	381,200 00
BONDS, ETC.	
$40,000 United States '81 Bonds	43,900 00
20,000 Pennsylvania Railroad Co., 1st mortgage	20,700 00
20,000 City of Philadelphia, free from taxes	20,000 00
20,000 Lehigh Coal and Navigation Co., '84	17,200 00
10,000 State of Tennessee, 5 per cent	5,500 00
10,000 State of Tennessee, 6 per cent	6,450 00
15,000 Delaware Division Canal Co., 6 per cent	12,000 00
1,225 Schuylkill Navigation Co., '82, 6 per cent	894 25
12,000 Schuylkill Navigation Co., 1st mortgage, 6 per cent	9,480 00
1,600 City and county of Erie, Pa., 6 per cent	1,200 00
10,000 Harrisburg, Portsmouth, Mt. Joy, and Lancaster Railroad Co	9,000 00
5,000 Delaware Railroad Co., guaranteed	4,500 00
7,000 Susquehanna Canal Co., 6 per ct.	3,360 00
10,000 Chesapeake and Delaware Canal Co., 6 per ct	9,500 00
10,000 North Pennsylvania Railroad Co., 6 per ct	10,100 00
10,000 Cleveland and Mahoning Railroad Co., 7 per ct	10,000 00
10,000 Commonwealth of Pennsylvania, war loan	10,450 00
2,500 Franklin Institute, 5 per ct	1,750 00
5,000 Little Schuylkill Railroad and Coal Co., 7 per ct	5,000 00
10,000 Hazleton Coal Co., 6 per ct	10,000 00
3,000 Delaware and Raritan Canal and Camden and Amboy Railroad and T. Co., '78	2,838 00
24,000 Delaware and Raritan Canal and Camden and Amboy Railroad and T. Co., mortgage	22,800 00
1,000 Elmira and Williamsport Railroad Co., 5 per cent	600 00
25,000 County of Chester, Pa., 6 per ct	25,000 00
10,000 Lehigh Valley Railroad Co., 6 per cent., old	10,000 00
10,000 Coal Ridge Improvement and Coal Co., 6 per cent. mortgage.	8,000 00
STOCKS.	
240 shares Philadelphia, Wilmington, and Baltimore Railroad Company	12,000 00
197 " Pennsylvania Railroad Co.	12,214 00
100 " North Pennsylvania Railroad Company	4,600 00
378 " Lehigh Valley Railroad Co.	22,304 00
15 " Philadelphia Exchange Company	1,125 00
18 " Philadelphia and Lancaster Turnpike Company	270 00
MISCELLANEOUS.	
Loans on collaterals	129,114 74
Ground rents, well secured	40,210 83
Debts due in account, etc	2,512 73
Accrued rents and interest	16,454 20
Cash—in bank and in office of the Company	20,204 52
	$1,047,612 34

CAPITAL, $400,000. CHARTER PERPETUAL.

DIRECTORS.

Thomas R. Maris,	Charles W. Poultney,
John Welsh,	Israel Morris,
P. Brady,	John P Wetherill,
John T. Lewis,	W. W. Paul.
Edmund G. Dutilh,	

THOMAS R. MARIS, President.
ALBERT C. L. CRAWFORD, Secretary. 1 16 3trp

WANTS.

A LARGE FRONT ROOM, WITH BOARD, IN a private family, where there are no children. Location between Eighteenth and Eighth and Market and Pine. Address A. B., at this Office. 1 13

FINANCIAL.

NEW 7 30 GOLD LOAN.

SAFE! PROFITABLE! PERMANENT!

JAY COOKE & CO.

Offer for sale at Par and Accrued Interest the

FIRST MORTGAGE LAND GRANT GOLD BONDS OF THE

NORTHERN PACIFIC RAILROAD CO.

These bonds are secured, *first*, by a First Mortgage on the Railroad itself, its rolling stock and all equipments; *second*, by a First Mortgage on its entire Land Grant, being more than Twenty-two Thousand Acres of Land to each mile of Road.

The Bonds are free from United States TAX; the Principal and Interest are payable in Gold—the Principal at the end of Thirty years, and the Interest Semi-annually, at the rate of SEVEN AND THREE-TENTHS PER CENT. per annum.

They are issued in denominations of $100, $500, $1000, $5000, and $10,000.

The Trustees under the Mortgage are Messrs. Jay Cooke, of Philadelphia, and J. Edgar Thomson, President of the Pennsylvania Central Railroad Company.

These Northern Pacific 7-30 Bonds will at all times before maturity be receivable at Ten per Cent. Premium (or 110) in exchange for the Company's lands at the lowest cash price.

In addition to their absolute safety, these Bonds yield an income larger, we believe, than any other first-class security. Persons holding United States 5-20s can, by converting them into Northern Pacifics increase their yearly income *one third*, and still have a perfectly reliable investment.

HOW TO GET THEM.—Your nearest Bank or Banker will supply these bonds in any desired amount, and of any needed denomination. Persons wishing to exchange stocks or other bonds for these can do so with any of our Agents, who will allow the highest current price for ALL MARKETABLE SECURITIES.

Those living in localities remote from Banks may send money, or other bonds, directly to us by express, and we will send back Northern Pacific Bonds at our own risk, and without cost to the investor. For further information, pamphlets, maps, etc., call on or address the undersigned, or any of the Banks or Bankers employed to sell this loan.

For sale by JAY COOKE & CO.,
PHILADELPHIA, NEW YORK, AND WASHINGTON,
Fiscal Agents Northern Pacific Railroad Co.,
By most National Banks, and by Brokers generally throughout the country. 1 12 10wt

WM. PAINTER & CO.,

General Agents

FOR SOUTHEASTERN PENNSYLVANIA AND SOUTHERN NEW JERSEY.

JAY COOKE, McCULLOCH & CO.,

No. 41 LOMBARD Street,

LONDON, ENGLAND.

In connection with our houses in New York and Washington, we have opened a Branch in London, under the above name, with

Hon. Hugh McCulloch,

Late Secretary of the Treasury,

J. H. PULESTON, of New York, and FRANK H. EVANS, of London, as Resident Partners, and are now prepared to transact a

General Foreign Exchange Business

INCLUDING

PURCHASE AND SALE OF STERLING BILLS,

And the Issue of

COMMERCIAL CREDITS AND TRAVELLERS' CIRCULAR LETTERS,

The latter available in any part of the world.

The above extension of our business enables us to receive

Gold on Deposit,

And to allow 4 per cent. in currency thereon.

JAY COOKE & CO.,

BANKERS,

PHILADELPHIA, WASHINGTON, AND NEW YORK. 1 12 1m

WE OFFER FOR SALE, AT PAR,

THE NEW MASONIC

TEMPLE LOAN,

Bearing 7 3-10 interest,

Redeemable after five (5) and within twenty-one (21) years.

Interest Payable March and September.

The Bonds are registered, and will be issued in sums to suit.

DE HAVEN & BRO.,

No. 40 South THIRD Street.

6 11 PHILADELPHIA.

Stocks bought and sold on commission. Gold and Government bought and sold. Accounts received and interest allowed, subject to Sight Drafts.

FURNACES, ETC.

ESTABLISHED 1825.

FRED. T. MECKE. H. J. DEAS.

H. J. DEAS & CO.,

MANUFACTURERS OF

Warm Air Furnaces

AND

Cooking Ranges,

Portable Heaters, Low Down Grates, Slate Mantels Bath Boilers, Registers and Ventilators.

No. 111 North SEVENTH St.,

PHILADELPHIA. (9 22 thstusmwly

JOBBING PROMPTLY ATTENDED TO.

LITERATURE.

REVIEW OF NEW BOOKS.

—The following new publications from the press of J. B. Lippincott & Co. have been received:—

"Horace," by Theodore Martin, is the sixth volume of "Ancient Classics for English Readers," which aim to give those who have not the time or inclination to study the works of the classic authors a satisfactory account of them. Mr. Theodore Martin, who is favorably known as a translator of "Horace," has in the little volume before us presented a succinct and critical analysis of his writings, with translations of some of his most celebrated verses, and to the majority of readers it will convey a better idea of the style of the Roman poet than could probably be obtained from a perusal of his complete writings. This and the others of the same series are useful little books that deserve permanent places in every library, and that may be read with pleasure and profit even by those who plume themselves upon an acquaintance with the classics.

"Sergeant Atkins" is a stirring tale of adventure during the Seminole war in Florida, from the pen of an officer of the United States army. The author is evidently thoroughly familiar with the characteristics of the swamps and hummocks of Florida, where the scene of the story is laid, and the book, independently of its merits as a narrative of adventure, contains much interesting information about a portion of the State of Florida that is rarely visited and is but little known.

"Steps Upward," by Mrs. Frances Dana Gage, is a temperance story that obtained much popularity when it was published in the *Temperance Patriot*, and as the object it has in view is an excellect one, we hope that it will receive the appreciation it deserves from the public in its present shape.

From J. B. Lippincott & Co. we have received the following new issues of other publishers:—

"A Second French Reader," compiled by L. Pylodet, and "The Progressive French Reader," by Frederick Bocher, published by Leypoldt & Holt, are selections of prose and verse, with suitable notes and reefrences, arranged to introduce the scholar gradually to the more difficult forms of the French language by easy progression. Both of these books are well adapted for the purpose intended, the first-named being especially intended for beginners.

"The Young Pioneers of the Northwest," by Dr. C. H. Pearson, is a story for boys of adventure in the Indian country, which forms the fifth volume of "The Pioneer" series. Published by Lee & Shepard.

—Claxton, Remsen & Haffelfinger send us the following new publications of Harper & Brothers:—

The Merchant of Venice, edited with notes by William J. Rolfe, A. M., is an attempt to introduce the study of the English classics into our schools by furnishing pupils with correct texts, illustrated by such philological, historical, and antiquarian notes as are necessary to make clear the meaning of the author. In the play before us the objectionable passages have been expunged, but nothing has been added, and the text has been carefully edited from the best modern editions. The notes are sufficiently full and are judicious, giving the pupil all necessary information without obviating for him every difficulty. The illustrations are for the most part worthless for a work of this character, and instead of filling the pages of the book with indifferent cuts from some illustrated "Shakespeare," it would have been much better if a few accurate illustrations of Venetian antiquities, that would have a positive relation to the text, had been introduced.

"The History of Louis XIV," by John S. C. Abbott, is an interesting addition to the popular historical series by the Brothers Abbott. It gives a brief but comprehensive sketch of one of the most remarkable reigns in history—a reign that was practically the prologue to the terrible drama of the French Revolution.

"A German Reader," by George F. Comfort, A. M., is designed to succeed the "German Course" of the same author. It is a series of selections in prose and verse by the best German writers, arranged progressively, and it is designed not only to furnish exercises for the student, but also to furnish him with an introduction to German literature.

"A Syren," by T. Adolphus Trollope, is an interesting novel by a popular writer that will repay perusal.

—T. B. Peterson & Brothers send us the following of their recent publications:—

"Frank Forrester's Sporting Scenes and Characters," two volumes, is a collection of stories and sketches that have had great popularity in times past. The author (the late Henry W. Herbert) was a thorough sportsman and a graphic writer, and the contents of the volumes before us will doubtless find a multitude of appreciative readers even at this day.

"Doesticks' Letters" is the title of a volume of rough-and-ready humor that found many admirers when it originally appeared some fifteen years ago. The quality of Doesticks' wit is somewhat strained, but he has his admirers, and to such the republication of his book will be welcome.

"Hids and Seek" is a new edition of one of the earlier works of Wilkie Collins, which is not so well known as some of his later writings, but which is marked by other characteristics of his style.

—"Philadelphia Illustrated," published by L. H. Hamersley & Co., is an excellent description of Philadelphia, its numerous points of interest, its great manufacturing establishments, its public buildings, its schools and colleges, its churches, its hospitals, its great park, and the thousand and one items that contribute to the greatness of the city. The work is well written, and it gives a great amount of information in a comparatively small space. The illustrations are numerous and good, all of the most prominent buildings in the city being represented. We particularly admire the admirable view of THE EVENING TELEGRAPH office that appears upon page 7, and bear willing testimony to the accuracy with which the artist has represented the architectural adornments of this great news centre.

—*The American Exchange and Review* for January contains a number of interesting articles on a variety of subjects.

DIVIDENDS, ETC.

☞ OFFICE OF THE NORTH PENNSYLVANIA RAILROAD COMPANY, No. 407 WALNUT Street.
PHILADELPHIA, Jan. 4, 1871.
The Board of Directors of the North Pennsylvania Railroad Company have this day declared a dividend of FIVE (5) PER CENT., clear of Taxes, payable in scrip bearing no interest, and convertible into the capital stock of the company when presented in sums of not less than fifty dollars. The scrip so issued will be deliverable on February 1, and convertible at any time thereafter.
The Transfer Books will be closed on SATURDAY, the 7th inst., at 3 o'clock P. M., and the dividend will be credited to the stockholders as they may stand registered at the closing of the books.
The Transfer books will remain closed until MONDAY, the 16th inst. WILLIAM WISTER,
1 5 2w Treasurer.

☞ TO THE HOLDERS OF OHIO STATE STOCKS.—Notice is hereby given that the Interest due January 1, 1871, on the Funded Debt of the State of Ohio, will be paid at the American Exchange National Bank, in the city of New York, from the 1st to the 15th proximo, and thereafter at our office in this city. Columbus, Ohio, December 13, 1870.
JAMES H. GODMAN, Auditor of State,
ISAAC R. SHERWOOD, Secretary of State,
FRANCIS R. POND, Attorney-General,
Commissioners of the Sinking Fund of the State of Ohio. 12 30 1m

☞ NOTICE TO STOCKHOLDERS.—A DIVIDEND of FIFTY CENTS PER SHARE will be paid by the HESTONVILLE, MANTUA, AND FAIRMOUNT PASSENGER RAILWAY COMPANY, free of State tax, on and after December 27th next, at the office of the Company, No. 112 South FRONT Street.
Transfer books will be closed December 15th and reopen December 31st.
CHARLES P. HASTINGS,
12 10 smwtf Treasurer.

☞ OFFICE OF THE UNION MUTUAL INSURANCE COMPANY, N. E. Corner of THIRD and WALNUT Streets.
PHILADELPHIA, Jan. 5, 1871.
At a meeting of the Board of Directors of this Company a dividend of SIX PER CENT. was declared on the outstanding scrip and stock of the Company, clear of taxes, payable on demand.
1 6 2w JOHN MOSS, Secretary.

☞ THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.
COMPANY'S BUILDING, No. 400 WALNUT STREET, January 2, 1871.
The Directors have this day declared a dividend of THREE PER CENT. on the capital stock of the Company for the last six months, payable on demand, free of all taxes. ALEX. W. WISTER,
1 2tf Secretary.

MISCELLANEOUS.

☞ CLEVELAND, COLUMBUS, CINCINNATI, AND INDIANAPOLIS RAILWAY COMPANY.
CLEVELAND, Ohio, Dec. 26, 1870.
A Special Meeting of the Stockholders of this Company will be held at the Office of the Company, in Cleveland, Ohio, on WEDNESDAY, January 25, 1871, between the hours of 10 o'clock A. M. and 2 o'clock P. M., to vote upon a proposition to aid in the construction of, and leasing, a line of Railroad between Springfield and Cincinnati, Ohio, and upon a contract with the Cincinnati, Sandusky, and Cleveland Railroad Company, for running and business arrangements.
The Transfer Books will be closed on the evening of January 14, and reopened February 2, 1871.
By order of the Board of Directors.
12 30 tJ25 GEORGE H. RUSSELL, Secretary.

☞ OFFICE BUCK MOUNTAIN COAL CO.
PHILADELPHIA, Jan. 1, 1871.
The Annual Meeting of the Stockholders of the BUCK MOUNTAIN COAL CO. will be held at the office of the Company, No. 320 WALNUT Street, on WEDNESDAY, February 1, 1871, at eleven (11) o'clock A. M.
An election for seven Directors to serve the ensuing year will be held on the same day between the hours of 11 A. M. and 2 P. M.
1 2 mw 10t T. H. TROTTER, Treasurer.

☞ PENNSYLVANIA INSTITUTION FOR THE DEAF AND DUMB.—The Annual Meeting of the Contributors to the Pennsylvania Institution for the Deaf and Dumb will be held at the Institution, corner of BROAD and PINE Streets, on WEDNESDAY, the 18th of January, at 4 o'clock P. M.
The annual report of the Board of Directors will be submitted, and an election will be held for officers to serve for the ensuing year.
1 6 fmw6t JAMES J. BARCLAY, Secretary.

☞ MERCANTILE LIBRARY.—THE ANNUAL meeting of Stockholders of the Mercantile Library Company will be held at the LIBRARY BUILDING on TUESDAY EVENING, the 17th inst., at 7½ o'clock. JOHN LARDNER,
1 3 13t Recording Secretary.

☞ SHAMOKIN COAL COMPANY, OFFICE No. 226 WALNUT Street.
PHILADELPHIA, Dec. 31, 1870.
The annual meeting of the stockholders of the above-named company, and an election of Directors to serve for the ensuing year, will be held at their office on WEDNESDAY, the 18th day of January, A. D. 1871, at 12 o'clock M. Transfer books will be closed from January 8th to 18th.
C. R. LINDSAY,
12 31 13t Secretary.

SPECIAL NOTICES.

☞ FARMERS' AND MECHANICS' NATIONAL BANK.
PHILADELPHIA, Jan. 13, 1871.
At an election held on the 11th day of January, 1871, the following-named Stockholders were elected Directors of this Bank:—

Edwin M. Lewis,	George W. Farr, Jr.,
John Ashhurst,	William H. Woodward,
Anthony J. Antelo,	Charles H. Hutchinson,
Lindley Smyth,	Henry P. Sloan,
Richard C. Dale,	Thomas McKean,
Joshua B. Lippincott,	George H. Kirkham.
J. Edward Farnum,	

And at a meeting of the Directors this day, EDWIN M. LEWIS, Esq., was unanimously re-elected President.
1 13 6t W. RUSHTON, JR., Cashier.

☞ THE INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA.
PHILADELPHIA, January 11, 1871.
At an election held January 9, the following gentlemen were duly elected Directors of this Company for the year 1871:—

Henry D. Sherrerd,	Charles S. Lewis,
Charles Macalester,	Edward C. Knight,
William S. Smith,	John B. Austin,
George H. Stuart,	Christian J. Hoffman,
Samuel Grant, Jr.,	Richard Dale Benson,
Thomas B. Watson,	George H. Colket.
Henry G. Freeman,	

And at a meeting of the Board of Directors, held this day, HENRY D. SHERRERD, Esq., was unanimously re-elected as President of the Company.
1 12 6t J. H. HOLLINSHEAD, Secretary.

☞ THE LORRAINE VEGETABLE CATHARTIC PILL is far the best Cathartic remedy yet discovered. The most complete success has long attended its use. It never fails to accomplish all that is claimed for it. It produces little or no pain; leaves the organs free from irritation, and never overtaxes or excites the nervous system. In all diseases of the skin, blood, stomach, bowels, liver, kidneys of children, and in many difficulties peculiar to women, it brings prompt relief and certain cure. The best physicians recommend and prescribe it; and no person who once uses it will voluntarily return to any other cathartic. It is sold by all dealers in drugs and medicines.
TURNER & CO., Proprietors,
10 6 thstu† No. 120 Tremont street, Boston, Mass.

☞ BATCHELOR'S HAIR DYE.—THIS SPLENdid Hair Dye is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—*"Does not contain Lead nor any Vitalic Poison to injure the Hair or System."* Invigorates the Hair and leaves it soft and beautiful; Black or Brown.
Sold by all Druggists and dealers. Applied at the Factory, No. 16 BOND Street, New York. [4 27 mwf

☞ INSTEAD OF USING COMMON TOILET Soap at this season of the year, use "Wright's Alcoinated Glycerine Tablet of Solidified Glycerine." It softens the skin, prevents redness and chapping by cold, and beautifies the complexion.
For sale by Druggists generally.
R. & G. A. WRIGHT,
1 6 fmw26t No. 624 CHESNUT St., Philad'a.

☞ JAMES M. SCOVEL HAS ESTABLISHED A Law and Collection Agency for Pennsylvania and New Jersey at No. 614 WALNUT Street. [12 29

SPECIAL NOTICES.

☞ TURNER'S UNIVERSAL NEURALGIA PILL is an UNFAILING REMEDY for Neuralgia Facialis. No form of Nervous Disease fails to yield to its wonderful power. Even in the severest cases of Chronic Neuralgia its use for a few days affords the most astonishing relief, and rarely fails to produce a complete and permanent cure. It contains no materials in the slightest degree injurious. It has the unqualified approval of the best physicians. Thousands, in every part of the country, gratefully acknowledge its power to soothe the tortured nerves and restore the failing strength.
It is sold by all dealers in drugs and medicines.
TURNER & CO., Proprietors,
9 29 mwf† No. 120 TREMONT St., Boston, Mass.

☞ THE IMPERISHABLE PERFUME!—AS A rule, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance. 3 1 tuths6

☞ THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA
Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.
D. T. GAGE,
5 30 tf No. 118 MARKET St., General Agent.

☞ JOUVIN'S KID GLOVE CLEANER restores soiled gloves equal to new. For sale by all druggists and fancy goods dealers. Price 25 cents per bottle. 11 28mwf

☞ DR. F. R. THOMAS, No. 911 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 17

☞ THURSTON'S IVORY PEARL TOOTH POWDER is the best article for cleansing and preserving the teeth. For sale by all Druggists. Price 25 and 50 cents per bottle. 11 26 stuthly

REAL ESTATE AT AUCTION.

NOTICE.—BY VIRTUE AND IN EXECUTION of the powers contained in a Mortgage executed by
THE CENTRAL PASSENGER RAILWAY COMPANY
of the city of Philadelphia, bearing date of eighteenth of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 56, page 465, etc., the undersigned Trustees named in said Mortgage
WILL SELL AT PUBLIC AUCTION,
at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by
MESSRS. THOMAS & SONS, AUCTIONEERS,
at 12 o'clock M., on TUESDAY, the fourteenth day of February, A. D. 1871, the property described in and conveyed by the said Mortgage, to wit:—
No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, leading southward into Penn street; thence westward, crossing said alley and along the lot of ground hereinafter described and at right angles with said Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Broad street seventy-two feet to the place of beginning. Subject to a ground-rent of $280, silver money.
No. 2. The other of them situate at the northeast corner of the said Broad street and Penn street, containing in front or breadth on the said Broad street eighteen feet, and in length or depth eastward along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street, seventy-six feet five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of $72, silver money.
No. 3. All that certain lot or piece of ground beginning at the southeast corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch; thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet to the place of beginning.
No. 5. The whole road, plank road and railway of the said The Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2 and 3), roadway, railway, rails, right of way, stations, toll-houses and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franchises connected with said company and plank road and railway and relating thereto, and all the tolls, income issues and profits to accrue from the same or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4), machinery, tools, implements and materials connected with the proper equipment, operating and conducting of said road, plank road and railway; and all the personal property of every kind and description belonging to the said company.
Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments, and appurtenances whatsoever, unto any of the above-mentioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said company, as well at law as in equity of, in, and to the same and every part and parcel thereof.
TERMS OF SALE.
The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off—On No. 1, $300; No. 2, $200; No. 3, $300; No. 5, $100, unless the price is less than that sum, when the whole sum bid shall be paid.
W. L. SCHAFFER,
W. W. LONGSTRETH, } Trustees.
M. THOMAS & SONS, Auctioneers,
12 5 60t Nos. 139 and 141 S. FOURTH Street.

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO.
DIAMOND DEALERS & JEWELERS.
WATCHES, JEWELRY & SILVER WARE.
WATCHES and JEWELRY REPAIRED.
802 Chestnut St., Phila.

Would invite attention to their large stock of
Ladies' and Gents' Watches
Of American and foreign makers.
DIAMONDS in the newest styles of Settings.
LADIES' and GENTS' CHAINS, sets of JEWELRY of the latest styles, BAND AND CHAIN BRACELETS, Etc. Etc.
Our stock has been largely increased for the approaching holidays, and new goods received daily.
Silver Ware of the latest designs in great variety, for wedding presents.
Repairing done in the best manner and guaranteed. 5 11 fmw

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G. W. RUSSELL,
No. 22 NORTH SIXTH STREET,
Agent for STEVENS' PATENT TOWER CLOCKS, both Remontoir & Graham Escapement, striking hour only, or striking quarters, and repeating hour on full chime.
Estimates furnished on application either personally or by mail. 5 25

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES, JEWELRY, AND SILVER WARE,
First floor of No. 632 CHESNUT Street,
S. E. corner SEVENTH and CHESNUT Streets.
3 2 1y

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RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Locomitre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at
P. MADEIRA'S,
No. 115 TENTH Street, below Chesnut.

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THE STRONGEST AND BEST-SECURED, AS WELL AS MOST PROFITABLE INVESTMENT NOW OFFERED IN THE MARKET.

7 PER CENT. GOLD
First Mortgage Bonds,
Coupon or Registered, and free of U. S. Tax,
PRINCIPAL AND INTEREST PAYABLE IN GOLD,
ISSUED BY THE
Burlington, Cedar Rapids, and Minnesota R. R. Co.
The small remaining balance of the Loan for sale
At 90 and Accrued Interest in Currency.
Interest payable May and November.
J. EDGAR THOMSON, } Trustees.
CHARLES L. FROST, }
The bonds are issued at $20,000 per mile against the portion only of the line fully completed and equipped.
The greater part of the road is already in operation, and the present earnings are largely in excess of the operating expenses and interest on the bonds. The balance of the work necessary to establish through connections, thereby shortening the distance between St. Paul and Chicago 45 miles, and 90 miles to St. Louis, is rapidly progressing, in time for the movement of the coming grain crops, which, it is estimated, will double the present income of the road.
The established character of this road, running as it does through the heart of the most thickly-settled and richest portion of the great State of Iowa, together with its present advanced condition and large earnings, warrant us in unhesitatingly recommending these bonds to investors as, in every respect an undoubted security. A small quantity of the issue only remains unsold, and when the enterprise is completed, which will be this fall, an immediate advance over subscription price may be looked for.
The bonds have fifty years to run, are convertible at the option of the holder into the stock of the Company at par, and the payment of the principal is provided for by a sinking fund. The convertibility privilege attached to these bonds cannot fail to cause them, at an early day, to command a market price considerably above par. U. S. Five-twenties at present prices return only 4½ per cent. currency interest, while these bonds pay 9½ per cent., and we regard them to be as safe and fully equal as a security to any Railroad Bond issued; and until they are placed upon the New York Stock Exchange, the rules of which require the road to be completed, we obligate ourselves to rebuy at any time any of these bonds sold by us after this date at the same price as realized by us on their sale.
All marketable securities taken in payment free of commission and express charges.
HENRY CLEWS & CO.,
No. 32 WALL Street, N. Y.
FOR SALE BY
TOWNSEND WHELEN & CO.,
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Of whom pamphlets and information may be obtained. 12 1 24s

Wilmington and Reading
RAILROAD
SEVEN PER CENT. BONDS
Free of Taxes.
We are offering $200,000 of the Second Mortgage Bonds of this Company
AT 82½ AND ACCRUED INTEREST.
For the convenience of investors these Bonds are issued in denominations of
$1000s, $500s, and $100s.
The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.
The road is now finished, and doing a business largely in excess of the anticipations of its officers.
The trade offering necessitates a large additional outlay for rolling stock, to afford full facilities for its prompt transaction, the present rolling stock not being sufficient to accommodate the trade.
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MEMBERS OF STOCK AND GOLD EXCHANGES.
DEALERS IN MERCANTILE PAPER,
GOVERNMENT SECURITIES, GOLD,
4 26† ETC. ETC.

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BANKERS,
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Dealers in Mercantile Paper, Collateral Loans, Government Securities, and Gold.
Draw Bills of Exchange on the Union Bank of London, and issue travellers' letters of credit through Messrs. BOWLES BROS & CO., available in all the cities of Europe.
Make Collections on all points.
Execute orders for Bonds and Stocks at Board of Brokers.
Allow interest on Deposits, subject to check at sight. 12

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FORMERLY Smith, Randolph & Co. PHILA. & N.Y.
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Dealers in U.S. Bonds, Members of Stock and Gold Exchanges, issue Bills on London, Paris & Germany and Letters of Credit, available throughout Europe.

FINANCIAL.

A RELIABLE
Safe Home Investment
THE
Sunbury and Lewistown Railroad Company
7 PER CENT. GOLD
First Mortgage Bonds.
Interest Payable April and October, Free of State and United States Taxes.
We are now offering the balance of the loan of $1,200,000, which is secured by a first and only lien on the entire property and franchises of the Company,
At 90 and the Accrued Interest Added.
The Road is now rapidly approaching completion, with a large trade in COAL, IRON, and LUMBER, in addition to the passenger travel awaiting the opening of this greatly needed enterprise. The local trade alone is sufficiently large to sustain the Road. We have no hesitation in recommending the Bonds as a CHEAP, RELIABLE, and SAFE INVESTMENT.
For pamphlets, with map, and full information, apply to
WM. PAINTER & CO.,
BANKERS,
Dealers in Government Securities,
No. 36 South THIRD Street,
6 9 tf4p PHILADELPHIA.

JAY COOKE & CO.
PHILADELPHIA, NEW YORK, and WASHINGTON,
BANKERS,
AND
Dealers in Government Securities.
Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.
INTEREST ALLOWED ON DEPOSITS.
COLLECTIONS MADE ON ALL POINTS.
GOLD AND SILVER BOUGHT AND SOLD.
Reliable Railroad Bonds for investment.
Pamphlets and full information given at our office,
No. 114 SOUTH THIRD STREET,
PHILADELPHIA. [1 2 1m

JOHN S. RUSHTON & CO.,
BANKERS AND BROKERS.
NOVEMBER COUPONS WANTED
City Warrants
BOUGHT AND SOLD.
No. 50 South THIRD Street.
6 26† PHILADELPHIA.

FOR SALE,
Six Per Cent. Loan of the City of Williamsport, Pennsylvania,
Free of all Taxes,
At 85 and Accrued Interest.
These Bonds are made absolutely secure by act of Legislature compelling the city to levy sufficient tax to pay interest and principal.
P. S. PETERSON & CO.,
No. 39 S. THIRD STREET,
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B. K. JAMISON & CO.,
SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver, and Government Bonds,
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts.
Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 26†

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FOR SALE.
C. T. YERKES, Jr., & CO.,
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4 26 PHILADELPHIA.

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BANKER.
DEPOSIT ACCOUNTS RECEIVED AND INTEREST ALLOWED ON DAILY BALANCES.
ORDERS PROMPTLY EXECUTED FOR THE PURCHASE AND SALE OF ALL RELIABLE SECURITIES.
COLLECTIONS MADE EVERYWHERE.
REAL ESTATE COLLATERAL LOANS NEGOTIATED. (8 27 6m
No. 530 WALNUT St., Philada.

FINANCIAL.

A LEGAL INVESTMENT
FOR
Trustees, Executors and Administrators
WE OFFER FOR SALE
$2,000,000
OF THE
Pennsylvania Railroad Co.'s
GENERAL MORTGAGE
SIX PER CENT. BONDS
at 95
And Interest Added to the Date of Purchase.
All Free from State Tax, and Issued in Sums of $1000.
These bonds are coupon and registered, interest on the former payable January and July 1; on the latter April and October 1, and by an act of the Legislature, approved April 1, 1870, are made a LEGAL INVESTMENT for Administrators, Executors, Trustees, etc. For further particulars apply to
Jay Cooke & Co.,
E. W. Clark & Co.,
W. H. Newbold, Son & Aertsen,
C. & H. Borie. 12 1m

JANUARY 1, 1871,
COUPONS.
THE COUPONS OF THE SECOND MORTGAGE BONDS OF THE
Wilmington and Reading Railroad Company,
DUE FIRST OF JANUARY,
Will be paid on and after that date at the Banking House of
WM. PAINTER & CO.,
No. 36 SOUTH THIRD STREET,
PHILADELPHIA.
12 19 tf WM. S. HILLES, Treasurer.

D. C. WHARTON SMITH & CO.
BANKERS AND BROKERS,
No. 121 SOUTH THIRD STREET,
Successors to Smith, Randolph & Co.
Every branch of the business will have prompt attention as heretofore.
Quotations of Stocks, Governments, and Gold, constantly received from New York by PRIVATE WIRE, from our friends, Edmund D. Randolph & Co.

Bowles Brothers & Co.,
PARIS, LONDON, BOSTON,
No. 19 WILLIAM Street,
New York,
ISSUE
Credits for Travellers
IN EUROPE.
Exchange on Paris and the Union Bank of London,
IN SUMS TO SUIT. [1 7 3m†

CITY OF BALTIMORE.
$1,200,000 six per cent. Bonds of the Western Maryland Railroad Company, endorsed by the City of Baltimore. The undersigned Finance Committee of the Western Maryland Railroad Company offer through the American Exchange National Bank $1,200,000 of the Bonds of the Western Maryland Railroad Company, having 30 years to run, principal and interest guaranteed by the city of Baltimore. This endorsement having been authorized by an act of the Legislature, and by ordinance of the City Council, was submitted to and ratified by an almost unanimous vote of the people. As an additional security the city has provided a sinking fund of $200,000 for the liquidation of this debt at maturity. An exhibit of the financial condition of the city shows that she has available and convertible assets more than sufficient to pay her entire indebtedness. To investors looking for absolute security no loan offered in this market presents greater inducements. These bonds are offered at 87½ and accrued interest, coupons payable January and July.
WILLIAM KEYSER,
JOHN K. LONGWELL,
MOSES WIESENFELD,
1 6 60t† Finance Committee.

PROPOSALS.

PROPOSALS FOR PUBLIC PRINTING AND BINDING.
Notice is hereby given that Sealed Proposals for the Public Printing and Binding for the State of Pennsylvania, for the term of three years from the first day of July, 1871, will be received by the Speakers of the Senate and House of Representatives from this date to the fourth Tuesday of January, 1871, in compliance with the act of Assembly entitled "An act in relation to Public Printing," approved 9th of April, 1856; said proposals to be accompanied by bonds, with approved securities, for the faithful performance of the work, as required by the act of 25th February, 1862, entitled "A further supplement to an Act in relation to Public Printing," approved the 9th day of April, 1856.
F. JORDAN,
Secretary of the Commonwealth.
HARRISBURG, Jan. 2, 1871. 1 2 13t

A RUSSIAN WOLF-HUNT.

The programme of a regular "wolf-hunt" in the provinces is always the same. At some abnormal hour "between the night and the day," you are aroused (almost, as it seems, before you are well asleep) from a rough couch in one of the little log-huts of some outlying village, by a violent shake of the shoulder, and a hoarse voice admonishing you to "get up, and look sharp about it, for there's no time to lose." You make a hasty toilet, and, sallying forth, see in front of the hu', in the dim light of the coming morning, a huge, dark, shapeless mass (which, as your eyes get used to the darkness, assumes the form of a broad, heavy, three-horse sledge, with very high sides, not unlike an enormous washing-tub), around which are flitting three or four spectral figures with lanterns, the fitful glare making their grim, bearded faces look grimmer and less human than ever. Guns, ammunition, haversacks, are stowed away in the bottom of the conveyance—and (last but not least) a young pig; your query respecting which elicits from the leader of the party only the oracular answer that "it'll come in handy by-and-by;" and, all being now ready the hunters, squeeze themselves into their places, the driver shakes his reins with a "wo-o-o-oi!" and away we go into the darkness. Mile after mile of the frozen waste goes by like a dream, till at length the spectral shadows of the forest slowly gather round us, and the squeals of our unlucky pig (whose ears one of our party is now pinching lustily) begin to be answered by another sound, which no one who has heard it will easily forget—not the long melancholy howl wherewith a supperless wolf may be heard bemoaning himself on the outskirts of Moscow, almost any night in the week, but a quick, snarling cry, as of one who sees his dinner coming, and wishes to hasten the bringer of it. And there they come at last, the gaunt, wiry, slouching fellows, with their bushy tails, and flat, narrow heads, and yellow, thievish, murderous eyes. There is perhaps nothing on earth more thoroughly mean and hateful-looking, at first sight, than the genuine Russian wolf; but the rascal has a certain picturesqueness of his own notwithstanding, though of a disgreeable kind. There is something grand in the dogged and sinister tenacity of his pursuit; coming on, with head thrown forward, and sharp, white fangs unsheathed, untiring and unrelentingly, like a haunting Fate,

"With his long gallop, which can tire,
The hound's deep hate and hunter's fire."

But there is no leisure for moralizing now; for the wolves are already almost level with our sledge, and it is time to let fly. Bang! The foremost of the pack rolls over on his side, kicking convulsively; but the rest gallop on unheeding. Bang! bang! and two more fall dead, blotting the snow around them with a smear of dull crimson. Some of the boldest pursuers swarm up to the sledge, and attempt to leap over the encircling barrier; while we hammer them with the butt-ends of our pieces, and chop at their paws with hatchets, and slash them across the eyes with unting-knives—the two hindermost of our party meanwhile cracking at them over our shoulders as fast as they can load. So for a time the running-fight goes fiercely on, making altogether a very striking tableau. The white, skeleton tracery of the frozen forest; the long, snaky line of the pursuing pack, shadowy and spectral, as if bodied of the mist from which it emerges; the whirling figures of the foremost wolves amid the tossing spray of snow and curling clouds of bluish smoke; the ceaseless flash of the busy rifles; the steaming horses, urged to their speed; the driver, with his broad, sallow face all ablaze with excitement, shaking the reins, and hanging forward to ply the whip; the huge, cumbrous sledge, rocking and reeling over the snow with its freight of struggling forms—all this, seen in the dim, uncertain light of the early dawn, has a weird and ghostly appearance, suggestive of an attack of goblin highwaymen upon one of those phantom mail-coaches in which the bagman's uncle made that marvellous journey which so much astonished Mr. Pickwick. But "the pace is too stiff to last," as our leader observes, with a knowing grin. A run at full speed through half-frozen snow tries the feet of even a full-grown wolf too severely to be continued beyond a certain time; and in the face of a stout resistance the beast's inherent cowardice is sure to come to the surface sooner or later. Already three or four gaunt, shaggy-haired veterans, who have probably made a good supper over night, begin to hang back, as if doubting the wisdom of risking their lives for a hypothetical breakfast; the speed of the rest slackens by degrees; and at length the whole pack drop off, as if by tacit agreement, leaving us to pursue our way unmolested. As we emerge again into the open plain, across which the first beams of the rising sun are just beginning to fall, we see the last of our grim followers slinking away like a belated spectre into the ghostly shadows of the forest that we have quitted.

MATRIMONY BY ADVERTISEMENT.

Parson Keith, of Mayfair notoriety, while in his free-and-easy fashion united many thousand couples in the bonds of matrimony, used to say that in the generality of cases in which he had officiated, the parties concerned had not known each other more than a week, while in very many instances the acquaintanceship was a matter of hours only. With such evidence of the recklessness with which folks will rush into the state that has only two exits, divorce and death, one can hardly wonder at some men being adventurous enough to seek a wife by advertisement—the most risky way imaginable of going about a business in its own nature risky enough under the best conditions.

One of the oldest matrimonial advertisements we know of, and at the same time a good example of the combination of commercial and sentimental ideas characteristic of such announcements, appeared in the *General Advertiser* for March 30, 1748:—

"Whereas, on Saturday last, a lady, genteelly dressed, was seen to lead a string of beautiful stone-horses through Edmonton, Tottenham, and Newington—this is to acquaint her that, if she is disengaged and inclinable to marry, a gentleman who was smitten with her behavior on that occasion is desirous of making honorable proposals to her; in which state, if he be not so happy as to please, he will readily purchase the whole string for her satisfaction."

We doubt if any woman ever had a stronger option given her than the fair horse-dealer, or if any horse-dealer ever had a better chance of doing a good stroke of business. This is, however, hardly a fair specimen of matrimonial advertising, since it is addressed to a particular member of the sex, unlike the following from the Reading *Mercury* of September 13, 1798:—

"To the Fair Sex.—Ladies:—Being at this time in want of a partner for life, to assist in a multiplicity of business which I am now engaged in, I have taken this public method of informing you. If any young lady of the following description would wish to enter the holy state of matrimony—she must be genteel made, rather tall; black, brown, flaxen, or auburn hair; age from twenty-five to thirty-five; widow or maid; if a fortune, will settle the same upon the lady and offspring, wishing to act upon the strictest honor. Such lady, by letter, postpaid, or personal application, to Mr. Timothy Surrell, yeomen, Quality Court, Charnham street, Hungerford, Berks, will meet with a welcome reception.

"N. B.—To avoid extra expenses, Mr. Surrell would wish to keep his wedding and harvest-home the same evening, which will be within fourteen days from the present date, as he particularly wishes the lady to preside at table that evening."

Mr. Surrell evidently believed that happy is the wooing that is not long a-doing.

INSURANCE.

1829. CHARTER PERPETUAL. **1870.**

Franklin Fire Insurance Company
OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Aug. 1, '70 $3,009,888'24

CAPITAL.....$400,000'00
ACCRUED SURPLUS AND PREMIUMS.2,609,388'24

INCOME FOR 1870, $810,000. LOSSES PAID IN 1869, $144,908'42.

Losses paid since 1829 over $5,500,000.

Perpetual and Temporary Policies on Liberal Terms.

The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.

The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS.

Alfred G. Baker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary. [2 15
THEODORE M. REGER, Assistant Secretary.

ASBURY
LIFE INSURANCE CO.
NEW YORK.

LEMUEL BANGS, President.
GEORGE ELLIOTT, Vice-Pres't and Sec'y.
EMORY McCLINTOCK, Actuary.

JAMES M. LONGACRE,
MANAGER FOR PENNSYLVANIA AND DELAWARE,
Office, 302 WALNUT St., Philadelphia.
H. C. WOOD, Jr., Medical Examiner.
5 23 mwslm REV. S. POWERS, Special Agent.

FIRE ASSOCIATION

INCORPORATED MARCH 17, 1820.
OFFICE,
No. 34 NORTH FIFTH STREET,
INSURE
BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY
From Loss by fire (in the City of Philadelphia only)
ASSETS, JANUARY 1, 1870, $1,572,733

TRUSTEES.

William H. Hamilton,	Charles P. Bower,
John Carrow,	Jesse Lightfoot,
George I. Young,	Robert Shoemaker,
Jos. R. Lyndall,	Peter Armbruster,
Levi P. Coats,	M. H. Dickinson,
Samuel Sparhawk,	Peter Williamson,
	Joseph E. Schell.

WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary

THE PENNSYLVANIA FIRE INSURANCE COMPANY,
Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell,
John Devereux,	Daniel Haddock,
	Franklin A. Comly.

DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 5 30

FAME INSURANCE COMPANY

No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL $200,000.
FIRE INSURANCE EXCLUSIVELY.
Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies.

DIRECTORS.

Charles Richardson,	Robert Pearce,
William H. Rhawn,	John Kessler, Jr.,
William M. Seyfert,	Edward B. Orne,
John F. Smith,	Charles Stokes.
Nathan Hilles,	John W. Everman,
George A. West,	Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD Secretary. 7 23

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.
Office S. W. cor. FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
CASH Capital (paid up in full).....$200,000'00
CASH Assets, December 1, 1870.....$600 388'24

DIRECTORS.

F. Ratchford Starr,	J. Livingston Erringer,
Naibro Frazier,	James L. Claghorn,
John M. Atwood,	Wm. G. Boulton,
Benj. T. Tredick,	Charles Wheeler,
George H. Stuart,	Thomas H. Montgomery,
John H. Brown,	James M. Aertsen.

F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEX. W. WISTER, Secretary.
JACOB E. PETERSON, Assistant Secretary.

IMPERIAL FIRE INSURANCE CO.,
LONDON.
ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,
$8,000,000 IN GOLD.
PREVOST & HERRING, Agents,
No. 107 S. THIRD Street, Philadelphia.
CHAS. M. PREVOST CHAS. P. HERRING

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of JOSEPH E. RINEAR, deceased.

The Auditor appointed by the Court to audit, settle, and adjust the account of THOMAS F. SCATTERGOOD, Administrator of the estate of JOSEPH E. RINEAR, deceased, and to report distribution of the balance in the hands of the accountants, will meet the parties interested for the purpose of his appointment on THURSDAY, January 26, A. D. 1871, at 3 o'clock P. M., at his office, No. 130 South SIXTH Street, in the city of Philadelphia.
1 12 thstu5t JOHN ROBERTS, Auditor.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

JOHN FARNUM & CO., COMMISSION MERCHANTS and Manufacturers of Conestoga Ticking, etc. No. 121 CHESNUT Street, Philadelphia. w6s

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 7 A. M., Mail and Accommodation, via Camden and Amboy, and at 3:30 P. M., Accommodation, via Camden and Jersey City.

At 2 and 6 P. M., for Amboy and intermediate stations.

At 7 A. M. and 3:30 P. M. for Freehold and Farmingdale.

At 7 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton.

At 7 and 10 A. M., 12 M., 2, 3:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, Riverside, Riverton, and Palmyra.

At 7 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M. for Fish House.

The 11:30 P. M. line leaves from Market Street Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT.

At 7:30 and 9:45 A. M., 1:20, 3:10, 5:30, 6:45 and 12 P. M., New York Express Lines, and at 11:30 P. M., Line, via Jersey City.

At 7:30 and 9:45 A. M., 1:20, 3:10, 5:33, 6:45, and 12 P. M. for Trenton.

At 9:45 A. M. 1:20, 6:45 and 12 P. M. for Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinomink, Bridesburg, and Frankford.

Sunday Lines leave at 9:45 A. M., 6:45 P. M., and 12 night.

FROM KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 9:30 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 9:30 A. M., 2:30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 9:30 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Scheoley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc.

At 5 P. M. for Lambertville and intermediate stations.

FROM MARKET STREET FERRY (UPPER SIDE), VIA NEW JERSEY SOUTHERN RAILROAD

At 11 A. M. for New York, Long Branch, and intermediate places.

VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.

At 6:45 and 11 A. M., 1, 2:30, 3:30, 5, and 6:30 P. M., and on Tuesday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Rainesport, and Mount Holly.

At 6:45 A. M., 2:30 and 6:30 P. M. for Lumberton and Medford.

At 6:45 and 11 A. M., 3:30, 5, and 6:30 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 6:45 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Dec. 12, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, NOVEMBER 21, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11:45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:05 P. M. The 5:00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:45 and 8:10 A. M., 3:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Philadelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8:00 A. M.; returning, left West Grove at 3:55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD.
WINTER TIME TABLE.

On and after December 4, 1870, the trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN	leaves Philadelphia	9 40 P. M.
"	" Williamsport	7 25 A. M.
	arrives at Erie	7 40 P. M.
ERIE EXPRESS	leaves Philadelphia	12 20 A. M.
"	" Williamsport	8 50 P. M.
"	arrives at Erie	7 40 A. M.
ELMIRA MAIL	leaves Philadelphia	9 30 A. M.
"	" Williamsport	6 35 P. M.
"	arrives at Lock Haven	7 50 P. M.

EASTWARD.

MAIL TRAIN	leaves Erie	9 20 A. M.
"	" Williamsport	10 05 P. M.
"	arrives at Philadelphia	6 50 A. M.
ERIE EXPRESS	leaves Erie	9 00 P. M.
"	" Williamsport	8 25 A. M.
"	arrives at Philadelphia	5 30 P. M.
ELMIRA MAIL	leaves Lock Haven	8 15 A. M.
"	" Williamsport	9 25 A. M.
"	arrives at Philadelphia	5 30 P. M.
BUFFALO EXP.	leaves Williamsport	12 35 A. M.
"	" Sunbury	2 30 A. M.
"	arrives at Philadelphia	9 40 A. M.

Express, Mail, and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN,
General Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—

For Port Deposit at 7 A. M. and 4:30 P. M.
For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.
For Oxford Wednesdays and Saturdays only at 2:30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4:30 P. M., and 7 P. M. Wednesdays and Saturdays only 2:30 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 7 A. M. and 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.
Trains for Philadelphia leave Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Baltimore.
Oxford at 6:05 A. M., 10:25 A. M. and 5:30 P. M. Sundays at 5:30 P. M. only.
Chadd's Ford at 7:23 A. M., 11:58 A. M., 3:55 P. M., and 6:49 P. M. Sundays 6:49 P. M. only.
Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,
General Superintendent.
10 3

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD

Depot, THIRTEENTH and CALLOWHILL Streets.

Until further notice trains will Leave and Arrive as follows:—

TRAINS LEAVE.	A. M.	TRAINS ARRIVE.	A. M.
Read'g & Allent'n Way	7:30	Pottstown accom.	9:15
Harrisb'g & Potts'e Ex	8:15	Read'g & Pottsv'e Ac.	10:25
Phila. & Potts'e Way			P. M.
Train	12:30	Harrisb'g & Potts'e Ex	1:00
	P. M.	Phila. & Pottsv'e W.	
Harrisb'g & Potts'e Ex	3:30	Train	4:30
Pottstown Accommo.	4:00	Harrisb'g & Potts'e Ex	7:00
Read'g & Pottsv'e Ac.	4:45	Harrisbg, Pottsville,	
ON SUNDAYS.	A. M.	and Allentown Ac.	9:10
To Reading	8:00	ON SUNDAYS.	A. M.
	P. M.	From Pottsville	12 35
To Pottsville	3:15		P. M.
		From Reading	7:25

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.

For Downingtown and points on Chester Valley Railroad, take 7:30 a. m., 12:30 noon, and 4 p. m.

For Schwenksville and points on Perkiomen Railroad, take 7:30 a. m. 12:30 noon, and 4 p. m.

For Mt. Pleasant and points on Colebrookdale Railroad take 7:30 a. m. and 4:00 p. m.

N. Y. EXPRESS FOR PITTSBURG AND WEST.

Trains leave New York at 9:00 a. m. and 5:00 p. m., passing Reading at 1:55 and 10:05 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

Trains for New York leave Harrisburg at 3:10, 5:10, and 11:45 a. m., and 2:50 p. m.

Additional train leaves New York for Harrisburg at 12 o'clock noon.

For particulars see Guide Books, which can be obtained at No. 811 Chesnut street, and at all stations, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.

STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the Depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 225 S. Fourth street.

GERMANTOWN AND NORRISTOWN BRANCH.
Depot, Ninth and Green.

Trains leave for Germantown at 6, 7, 8, 8½, 9:05, 10, 11, 12 A. M.; 1, 2, 2:30, 3:15, 3:45, 4:05, 4:30, 5:05, 5:45, 6, 6:30, 7, 8, 9, 10:05, 11, 12 p. m. Leave Germantown, 6, 6:55, 7:30, 8, 8:20, 9, 9½, 10, 11, 12 a. m.; 1, 2, 3, 3:50, 4, 4:45, 5, 5:30, 6, 6:30, 7, 8, 9, 10, 11 p. m. The 8:20 and 9:30 down trains, 2:30, 3:45, and 5:45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9:15 a. m.; 2, 4:05, 7, 10:45 p. m. Leave Germantown, 8:15 a. m.; 1, 3, 6, 9:45 p. m.

Passengers taking the 6:55, 9 a. m., and 6:30 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station.

CHESNUT HILL RAILROAD.—Leave at 6, 8, 10, 12 a. m.; 2:30, 3:45, 5:45, 7, 9 and 11 p. m. Leave Chesnut Hill at 7:10, 8, 9:10, 11:40 a. m.; 1:40, 3:40, 5:40, 6:40, 8:40, 10:40 p. m. On Sundays, leave 9:15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7:50 a. m.; 12:40, 5:40, 9:25 p. m.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 7:30, 9, 11:05 a. m.; 1:30, 3, 4, 5, 5:30, 6:15, 8:05, 10, 11:45 p. m. Leave Norristown at 5:30, 6:25, 7, 7:45, 8:50, 11 a. m.; 1:30, 3, 4:30, 6:15, 8, 9:30 p. m. On Sundays, leave at 9 a. m., 2:30, 4, 7:30 p. m. Leave Norristown at 7 a. m.; 1, 5:30, 9 p. m.

FOR MANAYUNK.—Leave at 6, 7:30, 9, 11:05 a. m.; 1:30, 3, 4, 5, 5:30, 6:15, 8:05, 10, 11:45 p. m. Leave Manayunk at 6, 6:55, 7:30, 8 10, 9:20, 11:30 a. m.; 2, 3:30, 5, 6:45, 8:30, 10 p. m. On Sundays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Manayunk at 7:30 a. m.; 1:30, 6:15, 9:30 p. m.

FOR PLYMOUTH.—Leave at 6 a. m. and 5 p. m. Leave Plymouth at 6:20 a. m. and 2:30 p. m.

The 7:45 a. m. train from Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane.

Passengers taking the 7:12, 9:05 a. m., and 6:30 p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8:30 a. m., 12:20 and 5 p. m. trains from New York stop at Intersection Station. 11

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JANUARY 1, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Pittsburg Express	12·11 A. M.
Mail Train	8·00 A. M.
Lock Haven and Elmira Express	9·40 A. M.
Paoli Accommodation, 10·10 A. M. & 1·10 and 7·10 P. M.	
Fast Line	12·40 P. M.
Erie Express	12·40 P. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	9·00 P. M.
Erie Mail and Buffalo Express	9·50 P. M.
Pacific Express	10·10 P. M.
Paoli Accommodation, No. 4	11·10 P. M.

Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10·10 P. M.

Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 9:46 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M.

Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia, at 8:1 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:20.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	7·00 A. M.
Erie Mail	7·00 A. M.
Paoli Accommodation, 8·20 A. M. & 3·50 & 6·40 P. M.	
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·50 A. M.
Lancaster Train	12·20 P. M.
Erie Express	5·45 P. M.
Lock Haven and Elmira Express	6·45 P. M.
Pacific Express	3·25 P. M.
Southern Express	5·45 P. M.
Harrisburg Accommodation	9·40 P. M.
Paoli Accommodation, No. 4	10·50 P. M.

For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
ON AND AFTER MONDAY, October 17, 1870,

Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA

For West Chester at 7:45 and 11:20 A. M., 2:30, 6:15, and 11:30 P. M. Stops at all stations.

For West Chester at 4:40 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted).

For B. C. Junction at 4:10 P. M. Stops at all stations.

FOR PHILADELPHIA

From West Chester at 6:30 and 10:45 A. M., 1:55, 4:55, and 6:55 P. M. Stops at all stations.

From West Chester at 7:55 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted).

From B. C. Junction at 8:40 A. M. Stops at all stations.

ON SUNDAY—Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and 4 P. M.

10 14 W. C. WHEELER, Superintendent.

WEST JERSEY RAILROADS.

FALL AND WINTER ARRANGEMENT.
COMMENCING MONDAY, SEPTEMBER 19, 1870.

Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry),

8:15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations.

11:45 A. M., Woodbury Accommodation.

3:15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.

3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.

5:30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.

Freight Train leaves Camden daily, at 12 M.

WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CURRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect December 19, 1870.

Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7:00 A. M. (Accommodation) for Fort Washington.

At 7:35 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points of the Great West.

8:25 A. M. (Accommodation) for Doylestown.

9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington.

1:15 and 5:20 and 8:15 P. M., for Abington.

1:45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2:20 P. M. (Accommodation) for Doylestown.

At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, and Coplay.

4:15 P. M. (Mail) for Doylestown.

5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6:20 P. M. (Accommodation) for Lansdale.

11:30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8:55, and 10:35 A. M.; 2:15, 5:05, and 8:25 P. M.

Doylestown at 8:25 A. M., 4:40 and 6:35 P. M.

Lansdale at 7:30 A. M.

Fort Washington at 9:20 and 11:20 A. M., 3:10 P. M.

Abington at 2:35, 6:55, and 9:35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Doylestown at 2:00 P. M.

Doylestown for Philadelphia at 7 A. M.

Bethlehem for Philadelphia at 4:00 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 108 S. Fifth street.

Dec. 19, 1870. ELLIS CLARK, Agent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.

CITY INTELLIGENCE.

INTERNAL REVENUE.

The Collections Made in the Four Philadelphia Districts During 1870—The Sources of Revenue and the Amount Received from Each.

Below we give a carefully prepared *resume* of the operations of the Internal Revenue offices of this city during the year 1870, the figures being taken from the records on file in the several Collectors' offices.

First District.

Of the First Collection district which, until the first of February proximo, remains conterminous with the first Congressional district, Mr. William J. Pollock is now Collector and Mr. John B. Kenney Assessor. The monthly collections from all sources during the year 1870 were as follows:—

January	$217,549·94	August	$517,235·62
February	368,637 91	September	237,490·11
March	279,090·37	October	204,478·45
April	223,078·18	November	150,076·43
May	197,232·66	December	124,089·82
June	177,503 95		
July	219,854·37	Total	$2,916,305·47

The largest receipts, it will be noticed, were in February and August, the amounts for these months being run up by the payments of the income tax, which reached $176,452·15 in February and $189,227 39 in August.

The receipts from different sources were as follows:—

Tax on Spirits	$384,198·84
" Tobacco	1,024,058·97
" Fermented Liquors	74,477·53
" Banks and Bankers	1·2,683·50
" Gross Receipts	229,683·63
" Sales	328,827·83
" Incomes	580,416·94
All other sources	134,004 93
Total	$2,916,305 47

Second District.

Until the recently ordered consolidation takes effect, the Second Collection district embraces the territory included in the Second Congressional district. Mr. William R. Leeds was Collector during the greater part of the past year, and Mr. William S. Stokley Assessor.

The monthly collections, from all sources, were as follows during the year 1870:—

January	$73,942·36	August	$246,095·92
February	97,718·26	September	297,155·20
March	70,410·52	October	149,390·13
April	88,106·43	November	63,422·11
May	125,463·51	December	93,819·63
June	127,793·83		
July	278,877 59	Total	$1,714,690·60

The receipts during July, August, and September were the heaviest of the year, being run up by collections of the income tax, which reached $218,198 55 in September.

The sources of the receipts of the year were as follows:—

Tax on Spirits	$93,882·01
" Tobacco	56,896·93
" Fermented Liquors	101,201·16
" Banks and Bankers	31,639·03
" Gross Receipts	59,505·99
" Sales	51,188·76
" Incomes	851,727·80
" Gas	250,506·93
All other sources	218,140·49
Total	$1,714,690·60

Third District.

The Third Collection district remains identical with the Third Congressional district until the new consolidation is effected. Mr. George C. Evans was Collector and Mr. William B. Elliott Assessor during 1870. The monthly collections during the year 1870, from all sources, were as follows:—

January	$58,579·82	August	$93,638·64
February	46,952·48	September	44,196·49
March	58,807·39	October	35,934·79
April	102,896·22	November	28,076·97
May	170,452·69	December	32,684 32
June	63,181·79		
July	82,602·15	Total	$818,003·75

The largest receipts in this district were during the month of May, when the collection of income tax reached $110,564·79.

The sources from which the receipts were derived were as follows:—

Tax on Spirits	$224,014·39
" Tobacco	95,873·02
" Fermented Liquors	55,499·38
" Banks and Bankers	3,192·00
" Gross Receipts	27,193·86
" Sales	70,867·25
" Incomes	233,076 61
" Gas	16,559·45
All other sources	91,727·79
Total	$818,003·75

Fourth District.

The Fourth Collection district remains, until the recently ordered consolidation is effected, the same as the Fourth Congressional district, with General Horatio G. Sickel as Collector and Mr. Charles B. Barrett as Assessor. The receipts for the year 1870, from all sources, were as follows:—

January	$61,924·48	August	$509,447·01
February	55,540·49	September	157,740·36
March	40,312·07	October	87,744 03
April	65,084·75	November	65,586·95
May	59,812·61	December	56,456·18
June	61,712·64		
July	180,375·49	Total	$1,401,737·06

The heaviest collections were in August, when $415,245 68 were received from the tax on incomes alone.

The different sources from which the receipts were derived were as follows:—

Tax on Spirits	$250,688·06
" Tobacco	97,211·45
" Fermented Liquors	195,736·88
" Banks and Bankers	437·42
" Gross Receipts	58,815·91
" Sales	77,215·08
" Incomes	614,943 61
All other sources	106,578·70
Total	$1,401,737·06

A General Summary

of the collections of the four districts during the year gives the following as the total by months:—

January	$416,996·60	August	$1,366,417·19
February	568,844·14	September	736,532·16
March	448,620·55	October	477,544·41
April	476,165·28	November	307,162·51
May	553,960·37	December	306,541·91
June	430,192·26		
July	761,709·60	Total	$6,850,736·88

A summary of the sources of revenue in the four districts for the year gives the following:—

Tax on Spirits	$952,783·30
" Tobacco	1,272,039·47
" Fermented Liquors	426,914·90
" Banks and Bankers	137,954·95
" Gross Receipts	375,259·39
" Sales	528,098·12
" Incomes	2,280,164·46
" Gas	367,066·38
All other sources	610,453·91
Grand total	$6,850,736·88

An examination of the above figures will show that the inquisitorial income tax, under the rate in vogue last year, yielded in the four collection districts which embrace all of the city of Philadelphia except the Twenty-second, Twenty-third, and Twenty-fifth wards, an aggregate of $2,280,164·46, which falls but little short of being one-third of the entire amount of revenue derived from the city by the Federal Government. The revenue derived from the three wards not included in the four districts given above would swell the aggregate derived from the city to at least $7,000,000. The internal revenue of the whole country for the year ending June 30, 1870, was $185 128,859, of which Philadelphia furnished about one twenty-sixth part, while the population of the city, according to the recent census, is placed at about one-fifty-sixth of that of the country. From this it will be seen that Philadelphia has been paying into the National Treasury more than twice its share of taxes, according to the population accorded it by the census-takers.

HAM IN A DOUBLE SENSE.—Charles Jones, a colored man, being last night tortured with a gnawing hunger, to appease it stole a slice of ham from a stall at the corner of Seventh and St. Mary streets. He was detected, arrested, and committed to Moyamensing by Alderman Morrow.

PAWNBROKERS' LICENSES.—In addition to those already published, we give the names of the pawnbrokers who have been granted licenses for 1871:—C. W. Reed, M. Kaas, Isaac S. Isaacs, H. D. Jones, Wm. Hamill, S. L. Linse, B. Kunkel, and Jos. J. Harvey.

DUMB ANIMALS.

The Doings of the Society for the Prevention of Cruelty Towards Them.

This morning the annual election of this society was held at No. 1320 Chesnut street. To-night the annual meeting is held at the same place, at which the yearly report will be submitted. It will state that during 1870 the receipts from subscriptions, donations, etc., amounted to $4604 30, and the expenditures, including an investment of $1015 to repay a loan from donation fund, to $4579 91. During the past year 646 complaints, representing 768 cases of cruelty to animals, were entered upon the books of the society. Of the whole number, 158 were for overloading, overworking, or over-driving horses or mules, and 288 for using lame, sore, diseased, or badly fed horses. The action of the society upon the complaints that were brought to its notice is shown in the following summary:—Insufficient evidence or want of legal remedy, 170 cases; offenders not found, 58; malicious complaints, 30; warnings issued, 117; corrected on notice, 130; prosecutions, 207; convictions, 189; pending, 4; and acquittals, 14. Among the practices that have been checked or driven into concealment during the past year are the bleeding of calves before slaughtering, the abuse of mules, matched dog and cock fights, deficient drainage and shelter in drove-yards, the starving of cattle in slaughter-houses, muzzling of calves, etc. In reference to the overloading of passenger cars, the report states "that there is, however, still room for further improvement; and we desire the friendly co-operation of the passenger railway companies themselves, as well as that of our members and the community at large, in the effectual suppression of all remaining causes of complaint. The rights of citizens, and the duties of drivers and conductors, were well stated at the trial of our first case for overloading horse-cars.

"Since the issue of membership cards has empowered every one who is willing to contribute five dollars a year to aid in enforcing the legal penalties against cruelty, complaints of the society's inefficiency have ceased, and given place to the allegation that our sympathies are expended upon the dumb beast at the expense of suffering humanity. The charge is so evidently dictated by a selfish and fault-finding spirit, that it would hardly deserve even a passing notice, if it had not been repeated by persons whose intelligence and social position may give it a temporary currency."

FIRE AT THE FALLS.

Destruction of a Cotton and Woollen Mill—Loss, $25,000.

About 6 o'clock this morning a fire broke out in the cotton and woollen yarn manufactory of Daniel Wolfender, situated near the Falls of Schuylkill, opposite School lane. The alarm was promptly given, but by the time the firemen reached the scene the building was entirely enveloped in flames. The Manayunk Fire Company was the nearest to the ground, yet that organization did not reach the fire until long after the alarm had been sounded. This was accounted for by an accident. In the first place the company had the use of only one horse, and being insufficient for the purpose they were forced to borrow a pair of mules to haul their apparatus to the fire-ground.

Some of the roads in that section of the city are in a very bad condition, and during the journey the mules gave out and were unable to haul the machine. The company, however, succeeded in reaching the ground and went into service. The Germantown companies and some of our city organizations in the northwestern section of the city proper proceeded to the scene, but their services were of little avail. Water was drawn from the Wissahickon and thrown upon the burning structure. The mill was totally destroyed, nothing now remaining but the walls of the structure.

The building was four stories high, 40 by 70 feet in size, and was constructed of stone. It contained three sets of machinery on the second, third, and fourth floors. The engine, boiler, picker-room, etc., were on the first floor. The flames originated over the boiler, and spread with fearful rapidity. The fire illuminated the country for miles around, and the belief was general that Dobson's extensive mills were burning. Such, however, was not the case.

The mill was situated on ground which the Park Commissioners intend adding to Fairmount Park, and negotiation, it is said, were on foot for the purchase of the property. The structure was valued at $10,000, while the machinery cost over $15,000, thus making a total loss of $25,000.

Mr. Wolfender has an insurance in the agency of William A. Simpson & Son as follows:—

Royal Insurance Company	$9,000
North British and Mercantile Company of London	8,000
Republic of Chicago	3,000
International of New York	500
	$20,500

DEATH OF A PHILADELPHIA PASTOR.—We regret to notice the death of Rev. Griffith Owen, D. D., which took place at Baltimore, Md., on Saturday last. Dr. Owen was a native of Baltimore city, and was one of a large family of brothers, five of whom were Presbyterian ministers of eminence. Another was an Episcopal clergyman of the Diocese of Texas, who died some two years ago. Another brother, General Joshua Tower Owen, of this city, is well known as the brave leader of the Philadelphia Brigade during the war of the Rebellion, and endeared himself to his command by the soubriquet of "Fighting Paddy Owens." Griffith Owen built up two large congregations of the Cohocksink Presbyterian Church, in this city; one on Columbia avenue, opposite Franklin street, of which the Rev. S. A. Mutchmore is the present pastor; another, the South Presbyterian Church, at the corner of Third and Redwood streets, of which Rev. R. M. Patterson is the present incumbent. The latter church was commenced by Mr. Owen on a basis of one dollar subscriptions, and he raised $17,000 in this manner by his untiring energy and never-flagging zeal in his Master's work. The church edifice was just completed when a sudden tornado-like storm swept over the southern part of the city and levelled the hope of so many hours of toil into the dust. Undismayed by this calamity, the lion-hearted man went to work again, and stinted himself in every manner. Soon his unwavering energy met its just merits, and the present fine church, thronged weekly with worshippers, is a monument of what one man with a love of God in his heart, and using his mental and physical powers to advantage, can do. At the time of his death he was actively employed as the Missionary Secretary of the Maryland Sunday-School Union at Baltimore. Rev. Dr. Roger Owen, of Chestnut Hill Presbyterian Church, was also a brother of the deceased. The disease of which he died was typhoid fever, contracted in his missionary labors. He now rests from his labors, and his works do follow him.

INVINCIBLE OFFICERS.—At a meeting of Company A, Republican Invincibles, held at the hall of the Diligent Engine, corner of Tenth and Filbert streets, on Monday evening, January 16, 1871, the following were declared elected for the ensuing year to the respective positions named:—

President, William G. Gillingham; Secretary, Alfred P. Homer, Jr.; Treasurer, John P. Woolverton; Representative to the Executive Committee, Joseph Bontemps; Captain, Cyrus Lukens; First Lieutenant, Joseph Moore, Jr.; Second Lieutenant, Isaac W. Lanning; Sergeants, Alfred P. Homer, Jr., Alfred F. Moore, Robert E. Hare, William H. Cantlin, and J. B. Whittington.

"UNITY OF THE BIBLE."—The second lecture on the above subject will be delivered this evening, at Concert Hall, by the Rev. J. P. Thompson, D. D., pastor of Tabernacle Church, New York, on the special subject of "The Unity of the Bible." It is but necessary to call the attention of Philadelphians to the course to secure a large attendance this evening and throughout. The subject is one which never grows old, which never wearies, but which is always fresh and always interesting.

THE CITY CENSUS.

Enumeration of the Dwelling-houses by the Census Authorities—The Number at Present in the City, as Compared with 1860.

From the returns of the Assistant United States Marshals who took the census of the city last year, it appears that the number of buildings used as dwelling-houses, and excluding all churches, school-houses, store-houses, factories, public buildings, etc., was, at the time the census was taken, 112,457. Below we give the number of dwelling-houses in each ward, according to these returns, with the population of each ward according to the revised enumeration (the aggregate including 296 not distributed among the different wards), and the average number of persons to each dwelling in the different wards and the city at large, comparing the figures with those for 1860:—

	1860.			1870.		
Wards.	*Population.*	*Dwellings.*	*No. to one House*	*Population.*	*Dwellings.*	*No. to one House*
1*	30,886	5,092	6·01	25,899	5,126	5·05
2	29,193	4,938	5·90	30,224	5,149	5·87
3	19,929	3,214	6·20	19,149	3,532	5·42
4	23,461	3,725	6·30	20,844	3,379	6·17
5	24,792	2,676	9·26	18,739	2,352	7·97
6	14,882	1,811	8·22	12,067	1,689	7·14
7	31,267	4,218	7·41	31,560	4,989	6·33
8	27,770	3,479	7·98	22,285	3,149	7·08
9	17,196	2,389	7·19	16,648	2,483	6·70
10	21,849	3,559	6·14	23 353	3,909	5·97
11	16,681	3,528	4·73	14,847	2,432	6·10
12	16 681	2,656	6·28	15,171	2,383	6·37
13	20,045	3,393	5·91	19,945	3,415	5·84
14	24,258	3,953	6·14	22,637	3,876	5·84
15	32,091	5,118	6·27	44,622	6,951	6·42
16	20,067	3,453	5·81	19,256	3,525	5·46
17	23,264	3,906	5·96	21,341	3,428	6·22
18	20,441	3,553	5·75	26,358	4,641	5·68
19†	38,828	6,709	5·79	45,251	8,090	5·59
20	29,963	4,805	6·24	56,454	9,198	6·14
21‡	17,159	2,947	5·82	18,865	2,601	5·33
22	17,173	2,904	5·91	22,580	4,079	5·52
23	23,985	4,111	5·83	28,887	3 815	5·48
24§	23,738	3,495	6·79	24,921	4,431	5·62
25†	....	....	....	18,647	3,572	5·22
26*	....	....	....	36,611	6,231	5·88
27‖	....	....	....	19,286	2,288	8·43
28‖	....	....	....	10,329	1,744	7 08
	565,529	89,632	6·31	674,022	112,457	5·99

[*In 1860 the First ward included the Twenty-sixth.
[†In 1860 the Nineteenth ward included the Twenty-fifth.
[‡In 1860 the Twenty-first ward included the Twenty-eighth.
[§In 1860 the Twenty-fourth ward included the Twenty-seventh.]

The number of dwelling-houses in the city, according to the most available local sources of information, is about 115,000, or but slightly in excess of the number returned by the census authorities, so that the figures of the latter are nearly correct—much more so, we imagine, than their report of the number of inhabitants. While the population has increased during the ten years at the rate of 19·18 per cent. only, the number of dwellings shows an increase of 25·47 per cent. The average number of persons to a dwelling in 1860 was 6·31; in 1870, it is placed at 5·99. If the ratio of 1860 had been preserved, there would be a population of about 710,000, or some 36,000 more than accorded us by the census-takers.

According to the census-takers, the number of dwelling-houses, as shown above, has decreased in nine different wards—the Fourth, Fifth, Sixth, Eighth, Eleventh, Twelfth, Fourteenth, Seventeenth, and Twenty-third. The most noticeable and improbable decrease is that shown in the Eleventh ward, which had 3528 dwelling-houses in 1860, and in 1870 is credited with only 2432, a decrease of nearly one-third. The population of this ward in 1860 was 16,681, and in 1870 it was placed at 14,847, a small decrease when compared with the alleged decrease in the number of dwellings.

THE CURE OF INEBRIATES.

The Good Work Accomplished by the Sanitarium at Media.

We have received from Dr. Joseph Parrish, of Media, the secretary of the "American Association for the Cure of Inebriates," a copy of the proceedings of that society at the session held in New York city recently. From this we make the following extracts, showing the good work accomplished by the Pennsylvania Sanitarium at Media, of which Dr. Parrish is the Superintendent:—

"The proportion of cases cured at the Sanitarium has been about 40 per cent. It was opened for the treatment of alcoholic and opium intoxication in June, 1867. Received since that time, 95 married and 73 single men. Total, 168. Average age, 36 years. Of these, nine were habituated to the use of opium.

"The time spent in excess, by these persons previous to their admission, amounts in the aggregate to 1542 years, or an average to each person of over nine years.

"We have been able to trace most of those who have left the institution, in their subsequent pursuits, with the following results:—Died of chronic alcoholism, 6; pulmonary consumption, 4; heart disease, 2; delirium tremens, 2; opium poison, 2; homicide, 2; suicide, 2; paralysis, 1. Some are apparently beyond the reach of human aid, unless under the restraints of institution life. A large number have improved, and are able to attend to business more punctually than before, but yield to an occasional debauch, and are not counted as cured, and yet they are more productive than formerly. Sixty-seven can be referred to as doing well; and a moderate estimate of their productive value shows an annual saving to the community of $133,200. These 67 cases were distributed among the following professions:—21 clerks, 11 merchants, 7 physician, 5 lawyers, 4 farmers, 4 mechanics, 4 manufacturers, 2 sea captains, 2 liquor dealers, 1 justice of the peace, 1 druggist, 1 agent, 1 actor, 1 house painter, and 2 retired persons.

ROBBERIES.

They Have Become Epidemic in Philadelphia.

Scarcely a night passes but what dozens of robberies are perpetrated in the city. Crime of this character has of late assumed an alarmingly chronic tendency. In addition to the robberies reported in our issue of yesterday as having transpired on the night preceding, we record the following as having just come to light.

James Crowell's tobacco store, in Tenth street, near Spring Garden, entered and robbed of money and stock. W. Whitman's boot and shoe store on Spring Garden street, above Ninth, which the burglars entered by cutting the galvanized wire screen and then smashing in the bulk window. The depredators carried off $75 worth of stock. The residence of Mr Vanstavern, on Buttonwood street, near Tenth, and five others in the immediate vicinity were likewise entered and thoroughly ransacked.

The houses No. 1626 Stiles street and No. 916 North Fifteenth street, it has just appeared, were some time last week robbed—the booty consisting of two shawls, a horse blanket, coat, pants, and a considerable amount of silverware. Daniel Corner, George Springer, and Samuel Hutchinson were arrested by Officer Glassmire, charged with complicity in these burglaries, and have been committed by Alderman Allison in default of bail. The goods were recovered at the pawnbroker's offices.

THE REPUBLICAN RULES.—A meeting of the Committee of Fifteen, Joseph A. Bonham, chairman, for the revision of the rules of the Republican party, was held yesterday afternoon at the National Club rooms. It was resolved that the chair be empowered to appoint a special committee of five to prepare and present a series of rules for the consideration of the committee. The president announced that he would select and notify the members who were to act on the special committee. On motion of Mr. P. A. B Widener it was agreed that all communications relative to the revision of the rules be referred to said committee.

To-day Mr. Bonham appointed as the sub-committee to draft the rules Messrs. P. A. B. Widener, William C. Besselievere, A. P. Colesberry, William B. Mann, and General Louis Wagner.

CUTTING AFFRAY.—Frances McCloskey was yesterday arrested and taken before Alderman Eggleton on the charge of assaulting with a knife and cutting one James L. Riley. The accused was held to answer in the sum of $800 bail.

FOURTH EDITION

THE TRIAL OF DR. LANAHAN.

Hints at a Compromise.

The San Domingo Commission Sails

Lock in the N. Y. Money Market.

Connecticut Democratic Convention

Army and Navy Orders.

Proceedings of Congress.

FROM NEW YORK.

Crisis in the Money Market.

NEW YORK, Jan. 17.—The lock-up in money was made quite apparent to-day by the position of the banks at the Clearing House. The Mechanics' Bank was creditor to the enormous amount of $4,316,000. The Broadway, City, Park, Fourth, Phœnix, Republic, and Continental, all have large broker accounts.

Case Dismissed.

Justice Dowling has dismissed the case against E. L. Stokes, charged with defrauding the Brooklyn Refining Company of $27,000, on the ground that the company, though in the form of a corporation, must be treated as a private copartnership, and that under such view of the case, the act of Stokes is not within the terms of the statute relative to embezzlement.

Trial of Dr. Lanahan.

NEW YORK, Jan. 17.—The executive session of the Methodist Book Committee commenced yesterday afternoon, and was continued this morning. It is understood that the subject under discussion was the possibility of effecting a compromise, with a view to abandoning the investigation, and leaving it to the General Conference. At 1 o'clock a short recess was taken, and upon reassembling the discussion was renewed.

Printers' Strike.

OSWEGO, Jan. 17.—The printers in the *Daily Press* office belonging to the Typographical Union, are on a strike in consequence of the employment of men not members, to the exclusion of Union men.

Sailing of the San Domingo Commission.

NEW YORK, Jan. 17.—The San Domingo Commissioners went aboard the Tennessee this morning, and will probably sail at noon.

FROM WASHINGTON.

Naval Orders.

Special Despatch to The Evening Telegraph.

WASHINGTON, Jan. 17.—Captain George B. Dandy is relieved from duty in the Department of the Pacific and ordered to the Department of Dakota, relieving Captain E. B. Carling, who is ordered to duty at Fortress Monroe, Va.

The Recent Solar Eclipse.

Commodore B. F. Sands, Superintendent of the United States Naval Observatory, has transmitted to the Navy Department the following extract of an informal letter just received from Professor Asaph Hall, United States Navy, one of the astronomers sent to Sicily to observe the eclipse of the 22d of December last.

"The 22d of December is drawing to a close, and the eclipse is over. We have had a tolerable success. The four contacts were pretty well observed. During the total eclipse these clouds covered the moon, making, I think, the physical observations somewhat doubtful. The protuberances were very well seen. They were of a pale red color, and not so bright as I expected them to be. The clouds interfered with my observations of the corona.

"I could detect but very little of the radiating and curved streamers given in many pictures, and the slight radiation that I saw might have been produced by the clouds. I need hardly say that the total eclipse was a very beautiful sight. Professors Newcombe and Harkness have informed you of our telegraphic work by which we corrected the longitude of Gibraltar, Malta, and Syracuse."

Army Orders.

A general order from the War Department, issued to-day, states that "the army being now reorganized and conformed to the present legal standard, the Secretary of War and the General call upon officers of all grades and in all branches of duty to address themselves with renewed energy to the task of raising the military establishments to the highest degree of discipline, efficiency, and economy.

To this end a number of orders relative to officers travelling, on duty, correspondence, sick leaves, retired officers, etc., are republished and promulgated as a part of the general order.

The Union Pacific Railroad.

Special Despatch to The Evening Telegraph.

WASHINGTON, Jan. 17.—General Butler offered a resolution authorizing the President to appoint a commission of three to investigate the affairs of the Union Pacific Railroad, which was referred to the Appropriation Committee.

The Stamped-envelope Contract.

Postmaster-General Creswell was before the Appropriation Committee to-day, and examined concerning the stamped-envelope contract which he annulled.

FROM NEW ENGLAND.

Connecticut Democratic State Convention.

HARTFORD, Jan. 17.—The Democratic State Convention met to-day. The convention is not as largely attended as usual, it being understood that no change will be made in the State ticket, and there will be no strife for places on the ticket. The convention was called to order by A. E. Burr, chairman of the State Committee, and William W. Eaton, of Hartford, was chosen president.

The present State officers were nominated by acclamation. Governor, James E. English; Lieut.-Governor, Julius Hotchkiss; Secretary of State, Thomas M. Waller; Treasurer, Charles M. Pond; Comptroller, Seth H. Logan.

American Vessel Seized by the British Authorities.

BOSTON, Jan. 17.—The schooner Enterprise, of Eastport, has been seized in British waters for making use of the British flag and register to evade the law. The captain says he took one hundred and twenty thousand herring to the United States last week, and was preparing nets to fish again.

CONGRESS.

FORTY-FIRST TERM—THIRD SESSION.

Senate.

WASHINGTON, Jan. 17.—The Senate concurred in the amendment of the House to the bill authorizing an issue of an additional $300,000,000 of five per cent. bonds.

Mr. Conkling presented the memorial of Horace Greeley, President of the American Institute, of New York, and three thousand others, touching an industrial exposition in commemoration of the one hundredth birthday of the nation, setting forth, among other facts, that proceedings preparatory to the proposed exposition were commenced by the signers in 1867. Being of an industrial character and relating to manufactures, he moved the reference of the memorial to the Committee on Manufactures. So referred.

Mr. Trumbull introduced a joint resolution in reference to life insurance companies. It provides that no penalty shall be imposed on any life insurance company incorporated by any State on account of any action by such company, which is authorized by the laws of the United States, nor shall any tax or other condition of doing business be imposed on any such company which is not, by the same authority, imposed upon all life insurance companies.

Mr. Trumbull said he introduced the bill by request, without giving it his own endorsement.

Mr. Kellogg called up the joint resolution for the disposal of public lands in the States of Florida, Alabama, Mississippi, Louisiana, and Arkansas.

Mr. Harlan was averse to the bill as injurious to the interests of the poor people of those States, many of whom were colored.

Mr. Kellogg said the only purpose of the bill was to place public lands in the States named upon an equal footing with public lands in other States of the Union. Thousands of acres in Mississippi, Louisiana, and Florida that might be entered by people from the Northern and Middle States, as also by residents there, could not now and never would be entered except under the Homestead law.

The restriction of the choice of lands to actual residents had failed to secure the actual taking up of the lands. He only asked that they be subject to location under the Homestead law or by pre-emption.

The bill was then laid over for amendments.

Mr. Corbett called up the bill to incorporate the Japan Steam Navigation Company, remarking that no subsidy was provided for.

Mr. A. G. Thurman objected upon general reasons to the incorporation by Congress of companies for business purposes.

The morning hour expiring the bill went over and the Senate resumed the consideration of Mr. Sherman's bill ceding to the State of Ohio jurisdiction over the grounds occupied by the Dayton Soldiers' Asylum.

House of Representatives.

Mr. Washburn, of Wisconsin, from the Committee on Appropriations, reported the regular naval appropriation bill, which was made the special order for Tuesday next. The bill appropriates $19,333,111.

Mr. Butler, of Massachusetts, offered a resolution authorizing the President to appoint three commissioners to examine and report as to the distribution of the aid granted by the Government to the Union Pacific, Central Pacific, and Kansas Pacific, and other railroad companies; what persons have derived benefit therefrom; to what extent and in what manner, etc., with power to send for persons and papers. Referred to the Committee on Appropriations.

Mr. Conger, from the Committee on Commerce, reported a bill exempting canalboats from the payment of marine hospital dues. Passed.

Mr. Hooper, from the Committee of Ways and Means, reported a joint resolution admitting foreign merchandise arriving at any United States port on the 31st of December, 1870, to the benefit of the 26th section of the act of 14th July, 1870, to reduce internal taxation. He explained that goods arriving after custom house hours on the 31st of December would thus be placed on the same footing as goods that were in bonded warehouse on that day, and would be taxable at reduced rates of duty. The resolution was passed.

The House then resumed the consideration of the bill which was under discussion last Thursday, to procure proper treatment of cattle in traveling by railroad.

The bill was passed—yeas, 124; nays, 57.

Mr. Porter asked leave to have a letter read from Professor David Clark, of Hartford, Conn., testifying to the ability, truthfulness, and general integrity of the colored West Point cadet.

Mr. Cox objected.

The House then at half-past 1 went into Committee of the Whole, Mr. Scofield in the chair, and resumed the consideration of the Legislative, Executive, and Judicial Appropriation bill.

Mr. Armstrong moved to increase the salaries of the nine circuit judges from $5000 to $6000.

Mr. Archer opposed the amendment and spoke of the pride with which he had often passed the humble, unpretentious dwelling of Chief Justice Taney, who had so long and honorably presided over the Supreme Court. He preferred that Republican simplicity to modern extravagance.

Mr. Farnsworth also opposed the amendment and argued that instead of equalizing salaries upwards they should be equalized downwards.

Mr. Butler, of Massachusetts, thought that Mr. Archer's allusion to Chief Justice Taney was an unfortunate one, as that learned judge after leading an economical, temperate, and sober life, died so poor after many years service as Chief Justice that his daughters have since had to support themselves as copyists.

Mr. Dawes opposed the amendment. He hoped that the House would say that it would go no farther in the way of raising salaries, and there was no better place to stop than at this point. There was not the slightest difficulty in obtaining the best talent for this judgeship. On the contrary, the entrance door to them was filled with applicants.

Mr. Potter supported the amendment. He had no fear of those wedges that were in the line of justice and true economy.

A good deal had been said about what the people should endure, but he did not believe that in his district there was one man so ignorant or so mean as to find fault with Congress for paying a fair day's wages for a fair day's work. He did not believe in the economy practised in Illinois, where they used to pay $1800 salary to the Governor's gardener. The miserable business of paying the smallest salaries that men can be got to serve for was not economy.

Mr. Ela moved to reduce the salaries to $4800. He thought that the business of paying such enormous salaries to some officers and then raising salaries of other officers up to that point was about played out.

Mr. Lawrence protested against the increase of any salaries. He insisted as a matter of justice that salaries should not be increased. The Republican party had come into power on the pledge of economy, and it would be broken down, as it deserved to be, if it did not live up to its pledges.

Mr. Archer remarked in reference to the daughters of Chief Justice Taney earning their living as copyists in the Departments, that they had been turned out of office by the present administration.

SAN DOMINGO.

What General McClellan Thought of the Island in 1854.

The following are the principal features of the reports on San Domingo, made by Brevet Captain George B. McClellan to Jeff. Davis, Secretary of War, in 1854.

Several harbors are mentioned, but none seem to equal Samana Bay, of which the report says:—The largest ships-of-the-line can enter this bay with the utmost ease, and find secure anchorage within, entirely out of common range from vessels outside the keys. The anchorages and small harbors on the northern side of the bay, near the entrance, are very good, and have excellent holding-ground.

The only objection to this bay arises from the rareness of land breezes, at certain seasons of the year at least; so that it is difficult for large vessels to sail out, as the channel is somewhat narrow for them to beat through. This difficulty can be remedied by the use of a steam-tug, by kedging or warping. Were the channel well "buoyed out," it is probable that a ship-of-the-line could, in case of necessity, beat out. With respect to steamers, there is no obstacle in the way of their entering or leaving at any time in the day or night.

The country itself is not favorably reported on. The island is described as traversed by narrow paths, and no roads could be found offering a way for ordinary travel. The village of Samana was the principal town on the peninsula formed by Samana Bay. If had, at the time the report was submitted, 1721 inhabitants—most of them negroes—who carried on a very languid and meagre commerce with the neighboring islands. The Samana Peninsula is represented as remarkably healthful and little subject to yellow fever. Bituminous coal was found quite plentifully at several points and of excellent quality. The mountain ranges are covered by a luxuriant growth of valuable timber, mahogany, bulata, acoma, menosa, palms, and pine. The plains between the mountain ranges are fertile and healthful.

The reports conclude:—There is certainly little reason, judging from what I saw, to call Dominica a "white republic." The great mass of the people are negroes and mulattoes. A general indolence and apathy appear to reign. There are no indications of either commercial or agricultural prosperity. Money and the comforts of life are very scarce. Wages are low, except when foreigners are the employers. The mass of the people seem perfectly contented to eke out their existence in cave huts, trusting for support to their bananas and cocoanuts. The American negroes at Samana express more ambition and desire of improving their condition than the others. The best possible feeling appears to prevail towards Americans, much better than towards the English and French.

Grant Ready to Stand by the Evidence of the Dominican Commission.

Before Mr. White's departure from Washington, President Grant said to him:—

"I want you to probe matters to the bottom. Investigate everything. Find out and tell squarely the entire case, just as it is. I don't wish to influence you to make a report on one side or the other. I am ready to be converted by the evidence to the anti-annexationists, just as I hope they are ready to be converted to favor annexation. What I want is just what the country wants, and that is the real facts. Especially investigate the evidence as to jobs, and land-grants, and any money-making contracts. Don't hesitate to expose anybody and everybody whom you may find guilty of dishonest doings."

THE WEST CHESTER RAILROAD.

The Annual Report—Operations During the Year 1870.

At the recent annual meeting of the stockholders of the West Chester and Philadelphia Railroad, the report of the Board of Directors was read. From this document we take the following extracts:—

The opening of the Wilmington and Reading Railroad has materially interfered with the passenger traffic from West Chester and that vicinity, and affords of itself a sufficient reason why a branch should be built connecting with that road; and if to this be added the large amount of new business which would be derived from such connection, it will demonstrate the importance of a united effort to secure its construction. A supplement to the charter of the company has been obtained from the Legislature to extend the road to the Maryland line; and while the company may not be able to complete it for that distance at this time, its best interests will be greatly promoted by commencing said extension at early as practicable, thereby securing much trade which is legitimate to your road. A further supplement was obtained at the last session of the Legislature, authorizing the company to create a new mortgage over the line of their road and any of the extensions of the same that may be made, with a view of consolidating the present indebtedness of the company, and to enable them to continue the road as proposed by the first supplement.

The more frequent running of trains on the Philadelphia end of the road for the past year has induced a greater amount of travel; and if the number be still further increased, as the means of the company will warrant, it will no doubt in time build up a business second to none on any road leading out of the city, and, if properly arranged, will relieve the "through trains," thereby enabling them to make better time than heretofore.

The total number of passengers carried during the year was 682,336, no one of whom was killed or injured in transportation.

The gross earnings during the year were $288,566·13, and its gross operating and other expenses $226,884 18, leaving a remainder of $61,681·95 applicable to payment of interest.

THE UNTERRIFIED.

Some of Its Bright Particular Stars.

This morning the Democratic conventions met according to the call and elected their delegates to the approaching State Convention, which is to put in the field candidates for Auditor and Surveyor-General. We have been able to ascertain the result of some of these gatherings, and to name the stars of the great unterrified who have been chosen to perform the patriotic duty of attending this convention. The Senatorial delegates are:—

First district, John Ahern.
Third district, Charles Dougherty.
Fourth district, Albert D. Boileau.

The Representative delegates are:—

First district, Chas. M. Leisenring.
Second district, Robert Lister Smith.
Third district, William McMullin.
Fifth district, John Tobin.
Sixth district, John McCormick.
Seventh district, William Steinhauer.
Seventeenth district, Thomas H. Flood.

THE COAL TONNAGE of the Philadelphia and Reading Railroad and branches for the week ending Saturday, January 14, 1871, was as follows:—

BY RAILROAD.

	Total for Week.	Corresponding week last year.	Increase and Decrease.
Passing over Main Line and Lebanon Valley and East Pennsylvania branches	26,395·08	25,057·05	1,339·03
For shipment by Canal	.....	.....